

# The Hongkong Telegraph

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SATURDAY, MAY 5.

1928.

MAY 5, 1928.

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## JAPANESE IN DIRE PERIL.

## MASS ATTACKS BY INFURIATED SOUTHERNERS AT TSINAN.

## Onslaughts Foiled for 36 Hours After 50 Miles Forced March.

## SOUTH NOW FIRING SHRAPNEL.

That the Japanese troops in Tsinanfu are surrounded by overwhelming numbers of Chinese forces and are in dire peril is indicated in latest telegrams to hand this morning.

Terrible slaughter has been inflicted by the Japanese troops on the Chinese soldiery who have been attempting to crush the Japanese Settlement, and the Japanese officer commanding declares that the Southerners' violence was apparently pre-arranged as indiscriminate looting and murder commenced in different parts of the city simultaneously.

For over 36 hours, the Japanese troops have been repelling attacks by enormously superior forces, and the news that a Japanese Lieutenant has been wounded by shrapnel proves that the Southerners are using artillery in the conflict.

The Japanese soldiers were called into action soon after their arrival in the city, immediately following a magnificent forced march of over fifty miles.

An agreement was reached for the Nationalists to withdraw at seven o'clock yesterday morning, but the agreement has been ignored and a massed attack was set up at eleven o'clock, the battle still continuing when the last news came through.

The situation is fraught with extreme peril for the Japanese troops, unless the reinforcements which are proceeding by forced marches from Tsingtao reach Tsinanfu before ammunition and provisions give out.

The Japanese are split into two bodies at the two extremes of the huge city, and attacks are still being hurled on their defences.

Mr. Hwang Fu has stated that the Chinese Commissioner of Foreign Affairs and the whole of his staff have been killed by the Japanese.

It appears now that the forces are isolated from the world, the Japanese military wireless stations having been destroyed.

## CHINESE COMMISSIONER KILLED.

### Officials Killed.

### Outrages According to Plan?

Shanghai, May 5.

The Chinese Commissioner for Foreign Affairs here, has received a message from General Hwang Fu, the Nationalist Foreign Minister, who is at present at Tsinanfu, instructing him to protest to Baron Tanaka, the Japanese Foreign Minister, concerning the killing of the Chinese Commissioner for Foreign Affairs at Tsinanfu, and the whole of his staff, by Japanese troops this morning.

The situation at Tsinanfu is pregnant with terrible possibilities.

General Fukuda's forces, who carried out a forced march of fifty miles all night to Tsinanfu owing to interruption on the Shantung Rail, way, are most fatigued, and have since been compelled to stand by continuously for 36 hours to meet continuous Chinese attacks by enormously superior forces, intoxicated by their rapid series of victories against the northern armies and filled with fundamental hatred of the Japanese.

Shortage of Ammunition.

On the other hand, a report from Peking states that a message has been received filed at 2.30 p.m. announcing that although the Japanese troops are most fatigued, they have almost completed their defences. Ammunition and provisions, though diminishing are sufficient to last for a few days.

### Massed Rush by Chinese.

Peking, May 5.

The Japanese Legation states that the Chinese leaders at Tsinan came to an agreement with the Japanese to withdraw the Nationalist forces from the Settlement by seven o'clock yesterday morning, but at eleven o'clock the Chinese troops massed on the border of the Settlement and attempted to rush it.

But the latest despatches received in Tokyo are conflicting and are causing considerable anxiety as to the outcome of the struggle, especially as the ammunition and provisions are most sparse and only sufficient for a few days.

### Infuriated Nationalists.

Only the fact that the Japanese (who are isolated in two bodies in the east and west of the huge city) hung up sandbag barricades at all key points and skilfully employed their machine guns has enabled them hitherto to repel the infuriated Nationalists with great difficulty.

But the latest despatches received in Tokyo are conflicting and are causing considerable anxiety as to the outcome of the struggle, especially as the ammunition and provisions are most sparse and only sufficient for a few days.

### Wireless Destroyed.

In addition, wireless communication has been cut off since noon and the Japanese forces are apparently completely isolated.

Meanwhile, Major General Iwakura, with all available forces (approximately 2,000) from Tsingtao, is conducting a forced march to Tsinanfu along the Shantung Rail, way which has been cut in many places by the Nationalists.

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**TUNG WAH EASTERN HOSPITAL.****H. E. LAYS FOUNDATION STONE.**

There was a representative gathering at Sookumpoo yesterday when the foundation stone of the eastern branch of the Tung Wah Hospital was laid by His Excellency the Governor. The work of erecting the building is proceeding on the site just behind the Japanese crematorium.

Amongst those present yesterday were His Excellency the Governor, accompanied by Lady Clementi, Sir Henry and Lady Pollock, Sir Robert Ho Tang, Sir Shou-son and Lady Chow, Hon. Mr. W. T. Southern and Mrs. Southern, Hon. Dr. R. H. Kotewall, Hon. Mr. H. T. Creasy, Hon. Mr. J. Owen Hughes, Hon. Mr. E. R. Hallifax, Hon. Mr. A. C. North, Professor J. Anderson, Mr. M. K. Le, Col. L. G. Bird, Right Rev. Bishop Valtorta, Mr. W. Schofield, Mr. H. B. L. Dowbiggin, Mr. A. E. Wood, Mr. E. W. Carpenter, Mr. T. N. Chau, Dr. A. Cannon, Dr. S. W. Tsui, Dr. G. M. Harston and a number of other representatives of the medical profession.

There was also a large number of Chinese merchants present at the ceremony, included amongst whom were Mr. Tang Shiu-kin (Chairman of the Tung Wah Hospital) and Messrs. Li Iu-nin, Ng Wah, Li Po-kwai, Leung Pat-yue, P. Gock Chen, Lam Woo, Wong Ping-shuen, Lo Chun-ku, Au Long-hin, Chan Tin-sion, Li Yau-tsui, Lo Chung-siu, Ho Kom-tong, Ho Lu, Ho Leung, Ho Ki, Lau Sing-chong, Ho Wah-sang, Ip Lan-chuen, To Chak-man, Ng Yue-cham, and Ng Yu-hon.

On arrival at Sookumpoo valley, His Excellency the Governor was accompanied by his A.D.C. Capt. A. J. L. Whyte and Mr. Tang Shiu-kin, Chairman of the Tung Wah Hospital, across the valley to the site of the new hospital. Lady Clementi was accompanied by the Hon. Mr. R. H. Kotewall. They were received at the entrance of the specially erected pavilion by the Committee of the Hospital.

The band of the King's Own Scottish Borderers struck up the National Anthem on His Excellency's arrival on the hospital ground, and throughout the proceedings following the stone-laying ceremony, rendered an excellent selection of music.

Prior to laying the foundation stone His Excellency shook hands with Col. L. G. Bird, who is the architect of the new building. A group photograph of those present was taken after the speeches and tea was served on the lawn in front of the site.

**His Excellency's Speech.**

Addressing the gathering, His Excellency the Governor, after declaring the foundation stone "well and truly laid" said:

Mr. Tang Shiu-kin, ladies and gentlemen,

The foundation stone of the Tung Wah Hospital was laid on the 9th April, 1870, by Governor Sir Richard Macdonnell. Fifty-eight years have passed since then and the Tung Wah Hospital is now a household name not only in Hongkong, but in China and among the Chinese overseas. It is known and respected everywhere for the charitable activities and it has lived up to the full spirit of the words inscribed over its gateway: "Do good with all your heart!"

Later on when Kowloon grew in importance, it was realized that a similar hospital was needed there also. The Hongkong Government granted land for such an institution upon the condition that it should be controlled by the authorities of the Tung Wah Hospital. Funds were subscribed, chiefly in Hongkong island, the promoters being almost all Hongkong men, and so the Kwong Wah Hospital came into being. It was opened by Governor Sir Frederick Lugard on the 9th October, 1911.

**East and West.**

Now we find that in Hongkong itself the existing buildings of the Tung Wah Hospital do not

suffice. Moreover, the City of Victoria covers so great an area that an institution in the west of the town will not serve the needs of the eastern end of the town. Accordingly in 1926, Mr. Tam Woon-tong, then a Director of the Tung Wah Hospital, found a suitable site for an Eastern Branch of the Hospital in September. It is the fine site on which we stand and the Tung Wah Hospital committee was well satisfied with it. Then, through the good offices of Sir Shou-son Chow and Dr. Kotewall the grant of this site with an area of 165,600 square feet was secured from the Hongkong Government. The leaders of the Chinese community next set about the collection of the funds necessary for building this new hospital, and such was their energy and success that, notwithstanding the trade depression of recent years, subscriptions amounting to \$365,000 have been promised and of this total a sum of \$256,000 has already been paid up. This fund is not yet large enough to permit of the execution of the full scheme contemplated by the authorities of the Tung Wah Hospital. A further effort will be made to obtain subscriptions; but in the meantime it is proposed to erect without more delay a part of the new hospital—with accommodation for about 120 beds. The foundation stone has been laid by me to-day and a contract has already been signed, stipulating that the portion of the building for which funds are available shall be completed within one year.

**A Need Supplied.**

There can be no question that this new institution is badly needed at the Eastern End of Victoria City. The long experience and the high traditions of its parent, the Tung Wah Hospital, are a guarantee of good management. The support and advice of the Hongkong Government will always be available to the hospital authorities. And its enduring foundation is the goodwill of the whole community of Hongkong. I wish the venture which begins to-day every success. I trust that before long the full scheme, and not a portion only, will be completed; and I hope that in years to come this youthful institution may rival, and even exceed, the parent institution in its beneficent activities and in its usefulness to Hongkong."

His Excellency's speech was translated into Chinese after every paragraph by Mr. T. N. Chau.

**The Chairman's Speech.**

Mr. Tang Shiu-kin, then addressed the gathering as follows: "Your Excellency, Lady Clementi, Ladies and Gentlemen.—On behalf of the Directors of the Tung Wah Hospital I extend our thanks to Your Excellency for being present with us to-day to lay the foundation stone of our new Hospital, and to you, ladies and gentlemen, for your presence.

The history of our new Hospital dates back to a few years ago when some public-spirited gentlemen proposed to build a new Charity Hospital in Wan Chai. Unfortunately, or rather fortunately, the idea did not prove to be acceptable to both the government and the Chinese community as a whole on account of the fact that Wan Chai had its own free dispensary and the locality was unsuitable.

Realising the need of the public and the demand for more space to take care of the sick in the community, these gentlemen and others then approached the Hon. Dr. R. H. Kotewall, and he with his colleague on the Legislative Council, the late Hon. Mr. Chau Shiu-ki, took up the matter with enthusiasm and promptitude in the name of the Tung Wah Hospital whose then Directors found it necessary to establish a bigger and better hospital as a branch of the mother institution. I am sure that we owe our gratitude to Dr. Kotewall and the late Mr. Chau Shiu-ki for the realisation of this worthy scheme. (Applause). But more than to all others, we owe our grateful thanks to the Hon. Mr. E. R. Hallifax who from the very beginning has given us every encouragement, and has helped us

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**PINKETTES**  
**LAXATIVE PERFECTION**  
**KEEP YOU WELL****RENOVATING WAR.****BRITISH PLANS UNSETTLED.**

London, May 4. With reference to the report that the British Government had proposed to appoint a conference of jurists to study the American peace pact proposals, Reuter understands that in the course of conversations through the usual diplomatic channels the opportunity was taken to ascertain the views of other interested Powers. Different methods of procedure have been mooted, including a conference of jurists, but the Government for many reasons, including the necessity of consulting the Dominions has not reached definite conclusion in regard to what method is most likely to contribute a successful result—Reuter.

In every way possible in our negotiations with the government for the site and other assistance:

We are also thankful to our other Chinese member of the Legislative Council, Sir Shou-son Chow, who on his return to the Colony from leave, took up the matter with the same keenness and sympathy as was evinced by his colleague. (Applause).

**Delayed by Strike.**

Unfortunately, when the 1925 strike came on, the scheme had to be put aside for reasons obvious to everyone of us; and only when conditions were slightly better in 1926 that the then committee of the Tung Wah Hospital under the chairmanship of Mr. Tam Woon-tong resumed the task of securing donations for the purpose. (Applause). We cannot forget Mr. Tam's days of labour for us.

In 1927 Mr. Li Hoi-jung, who was then Chairman of the Hospital, headed a special committee formed of the following gentlemen for the purpose of raising funds: Messrs. Tam Woon-tong, Li Hoi-tung, Leung Pat-yu, Lam Sing-tong, Ng Wah, So Shau-nam, T. N. Chau, Au Lim-chuen, Ng Yee-cham, San Shing-sam, Ng Yee-hon, Li Lik-mui, H. Sling, Au Kit-yan, Doo Jack-man, Ngan Shin-kewan, Philip Gock-chen, Louis Garon, Wong Chi-kun, Un Lanson Tsui Pook-hing, Yung Kun-man, Lo Kung-mok, Tao Shuk-hon, Lam Sen-po, Soon Tai, and myself.

We are indeed very grateful to Mr. Li and his associates for their vigorous and successful efforts. (Applause).

We have, up to the present moment, succeeded in acquiring a sum of \$365,000 which sum is by no means adequate if we were to carry out our full scheme. But my fellow-directors and I are still continuing the efforts to look for contributions for the purpose of completing our whole scheme so as to meet the needs of the poorer members of our community. I am certain that, ladies and gentlemen, you will willingly and cheerfully give us your generous support. (Applause).

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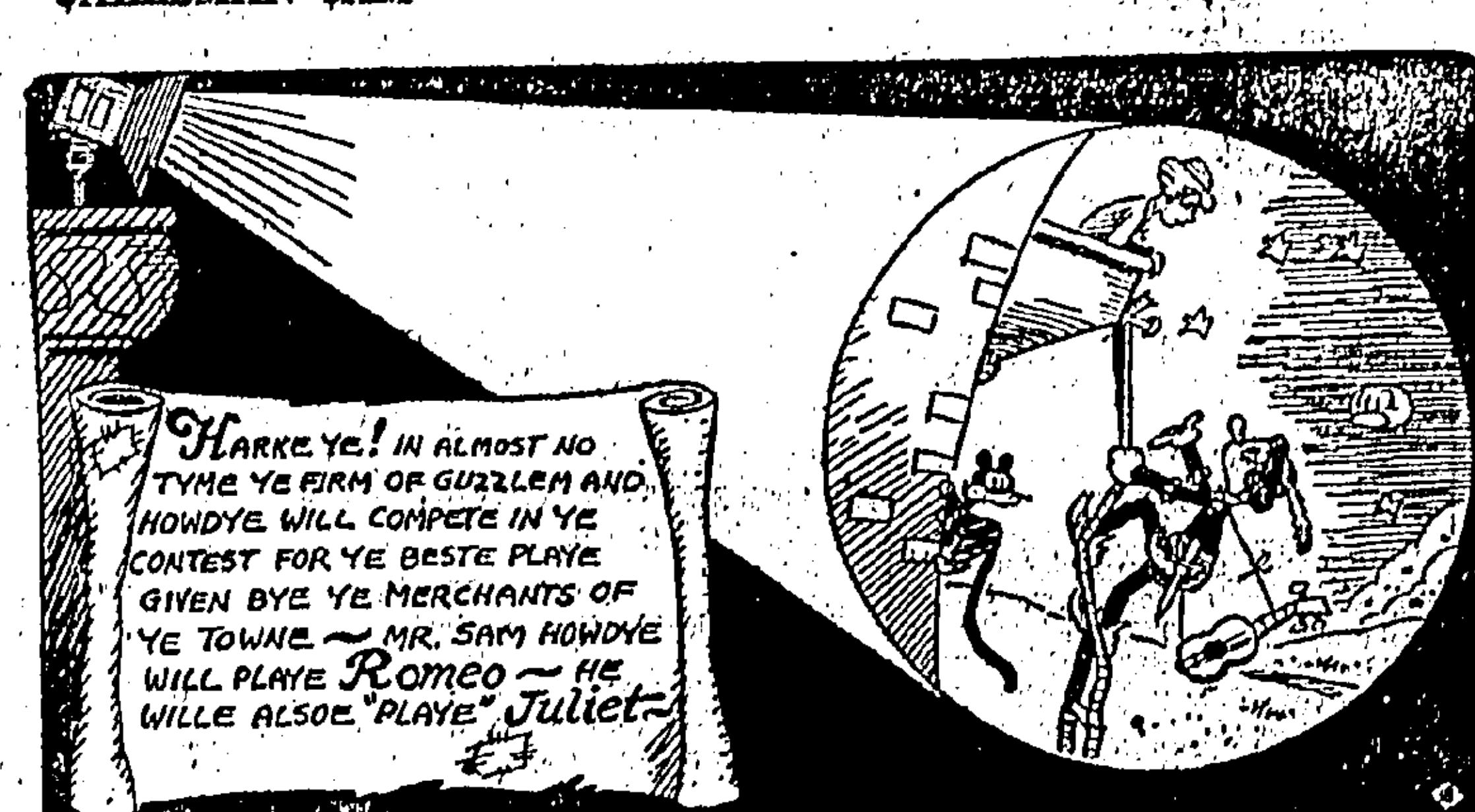
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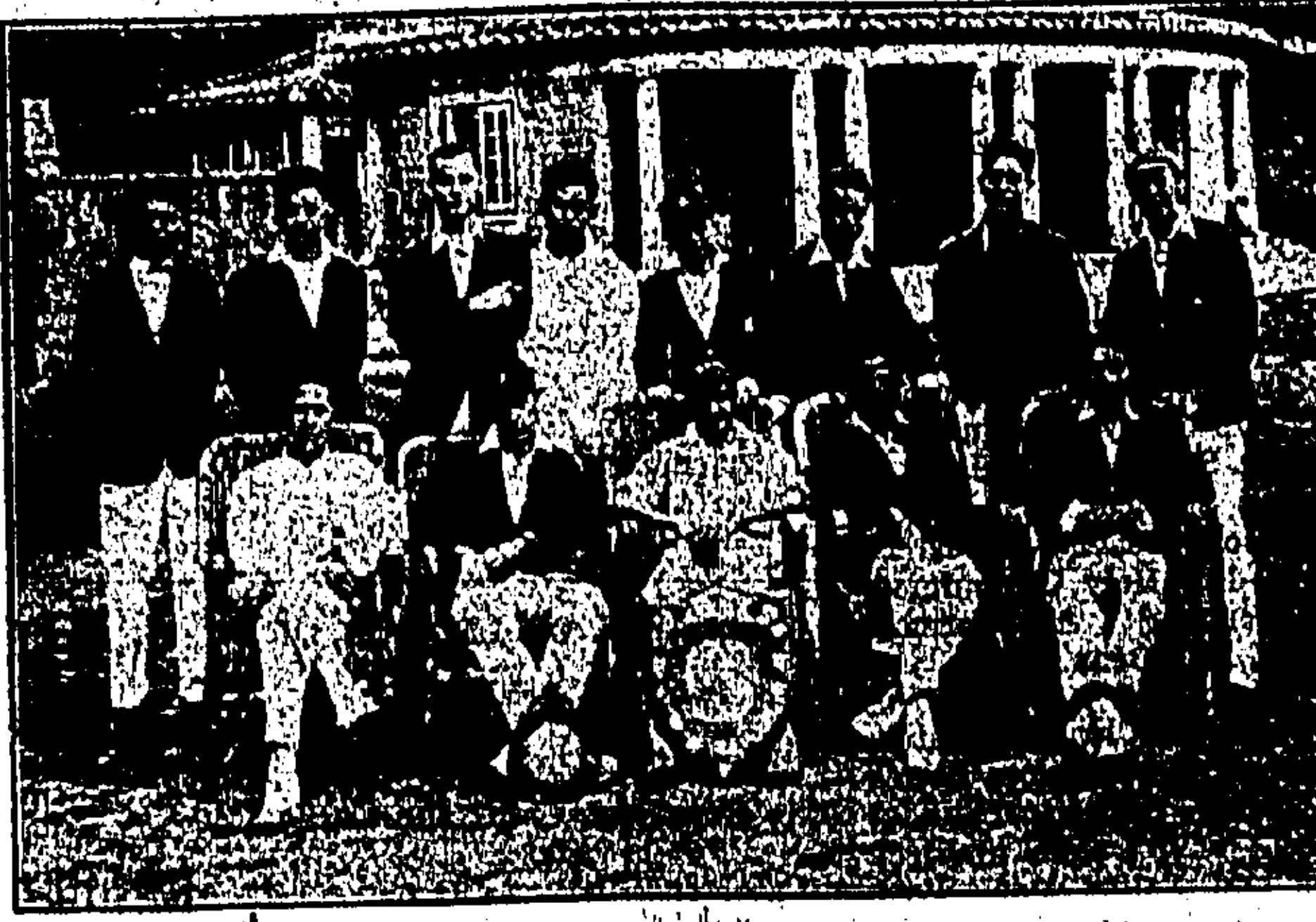
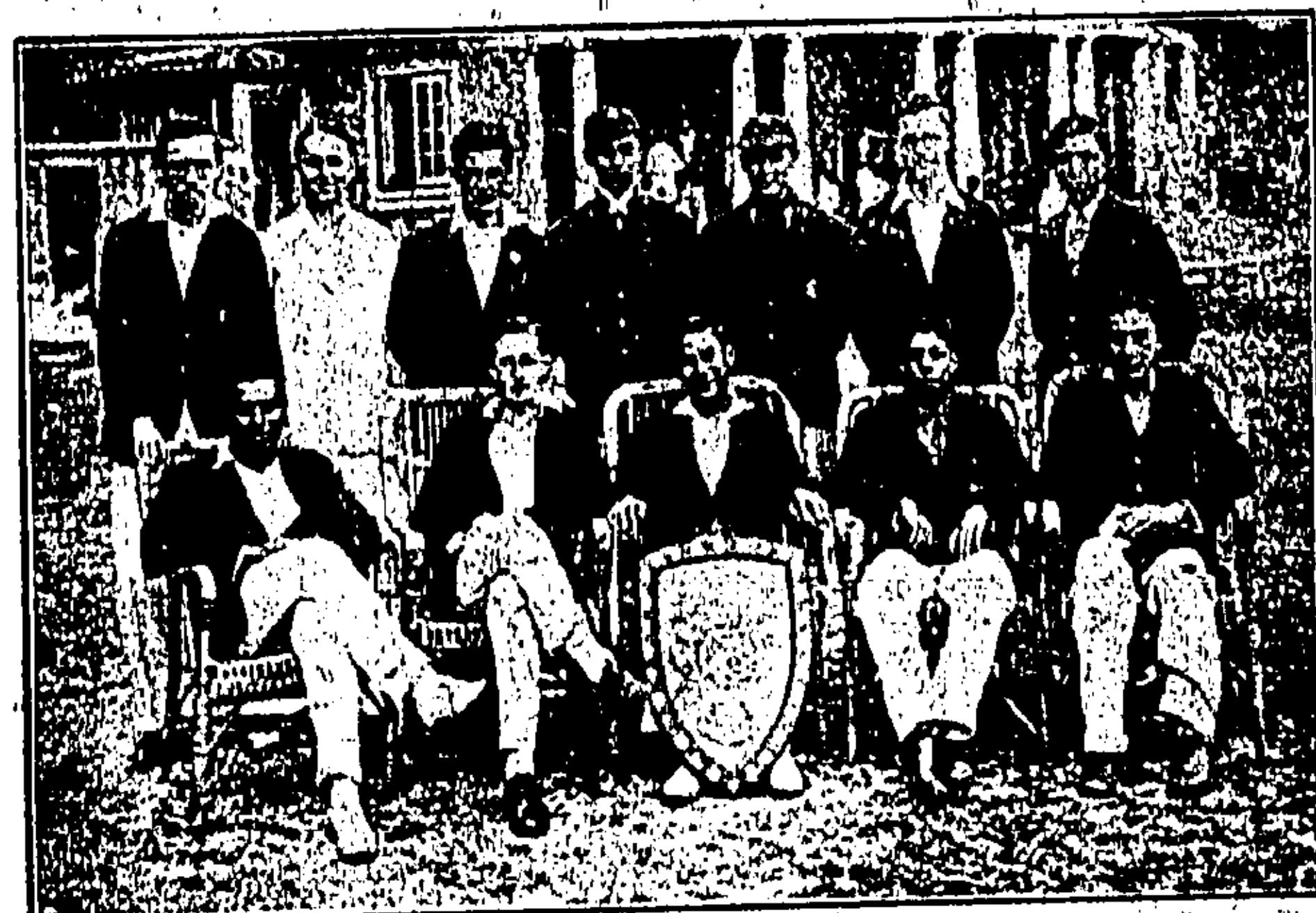
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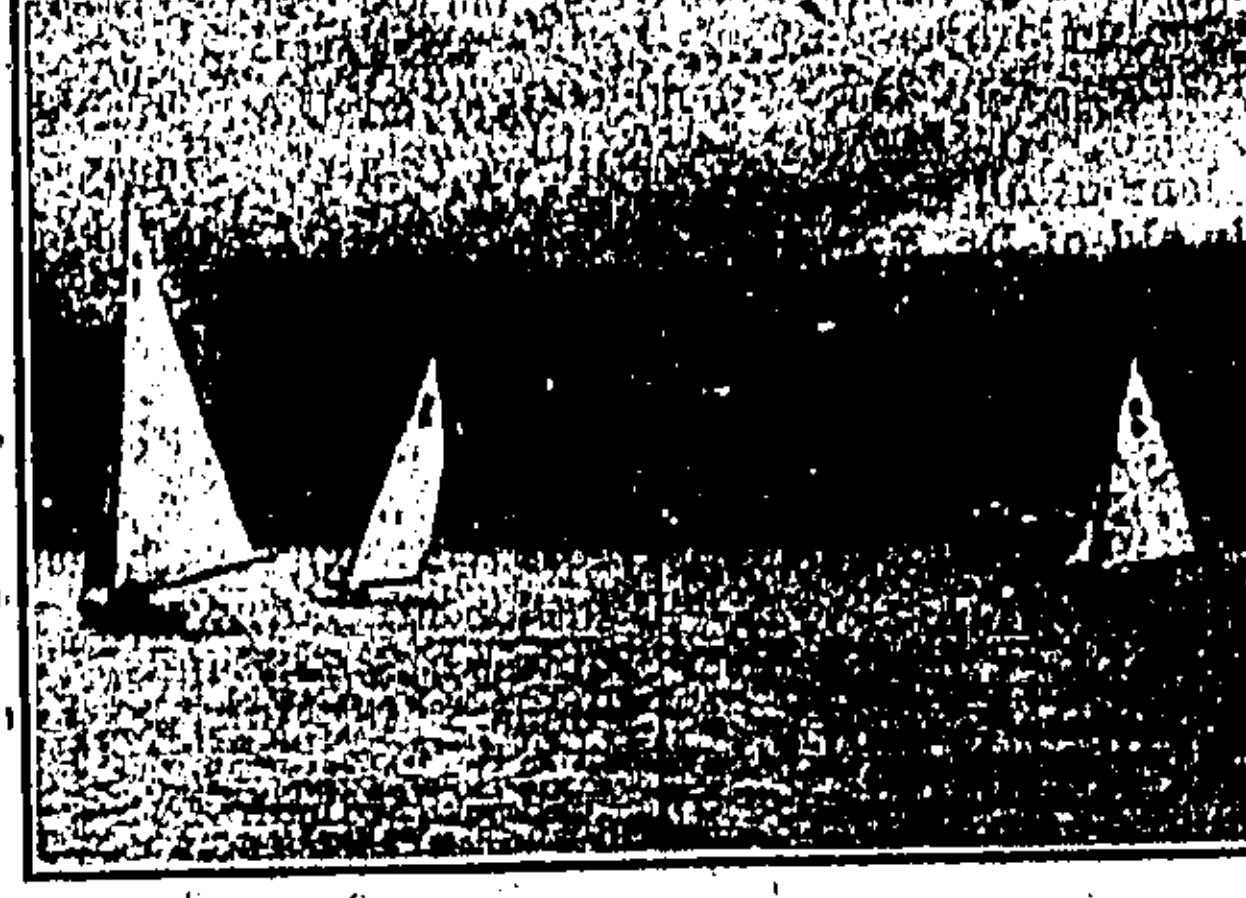
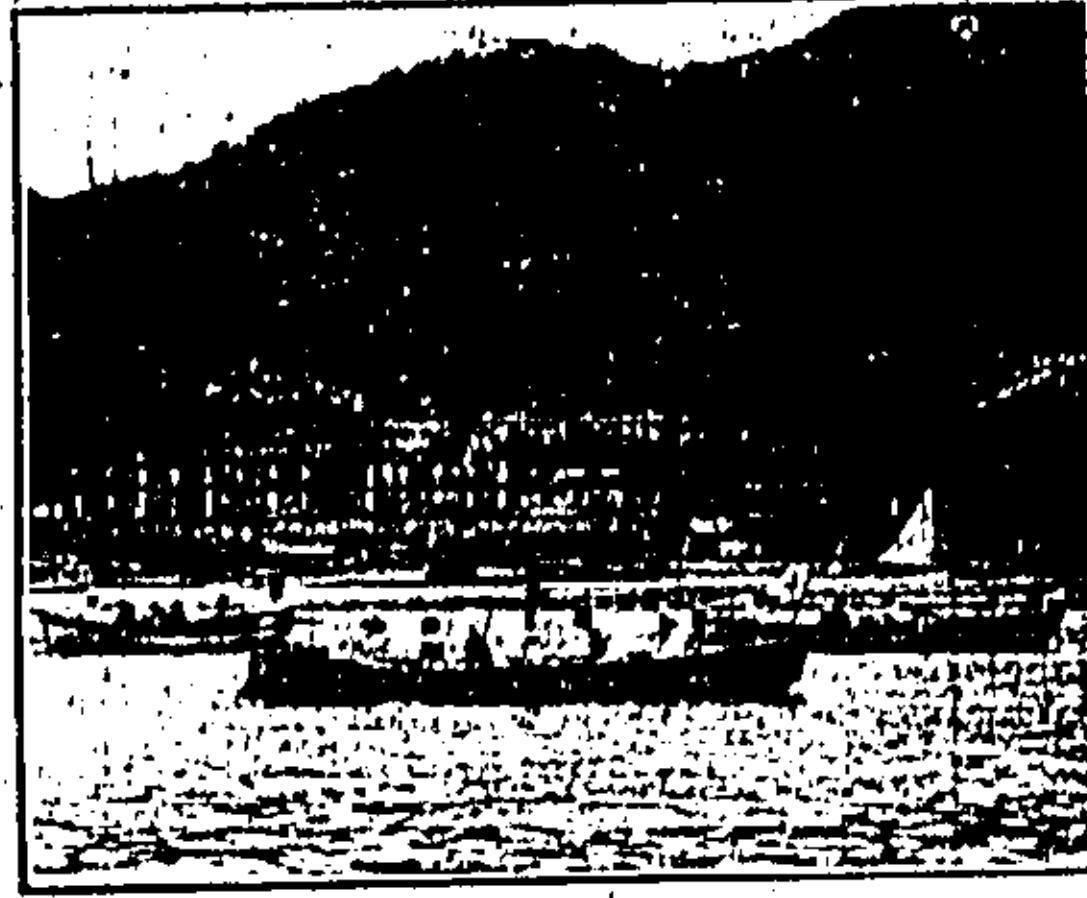
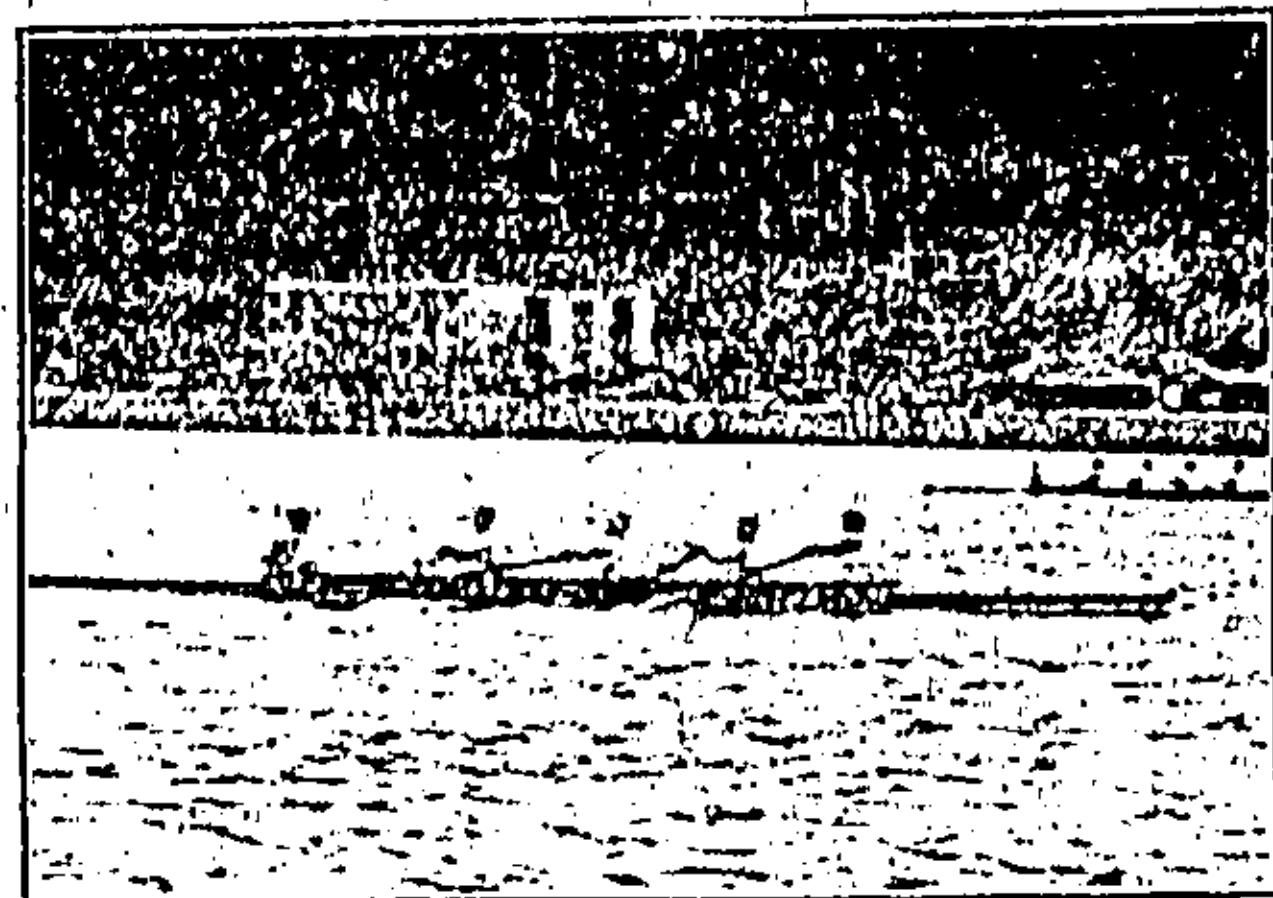
**SALESMAN SAM****The Time Draws Close**



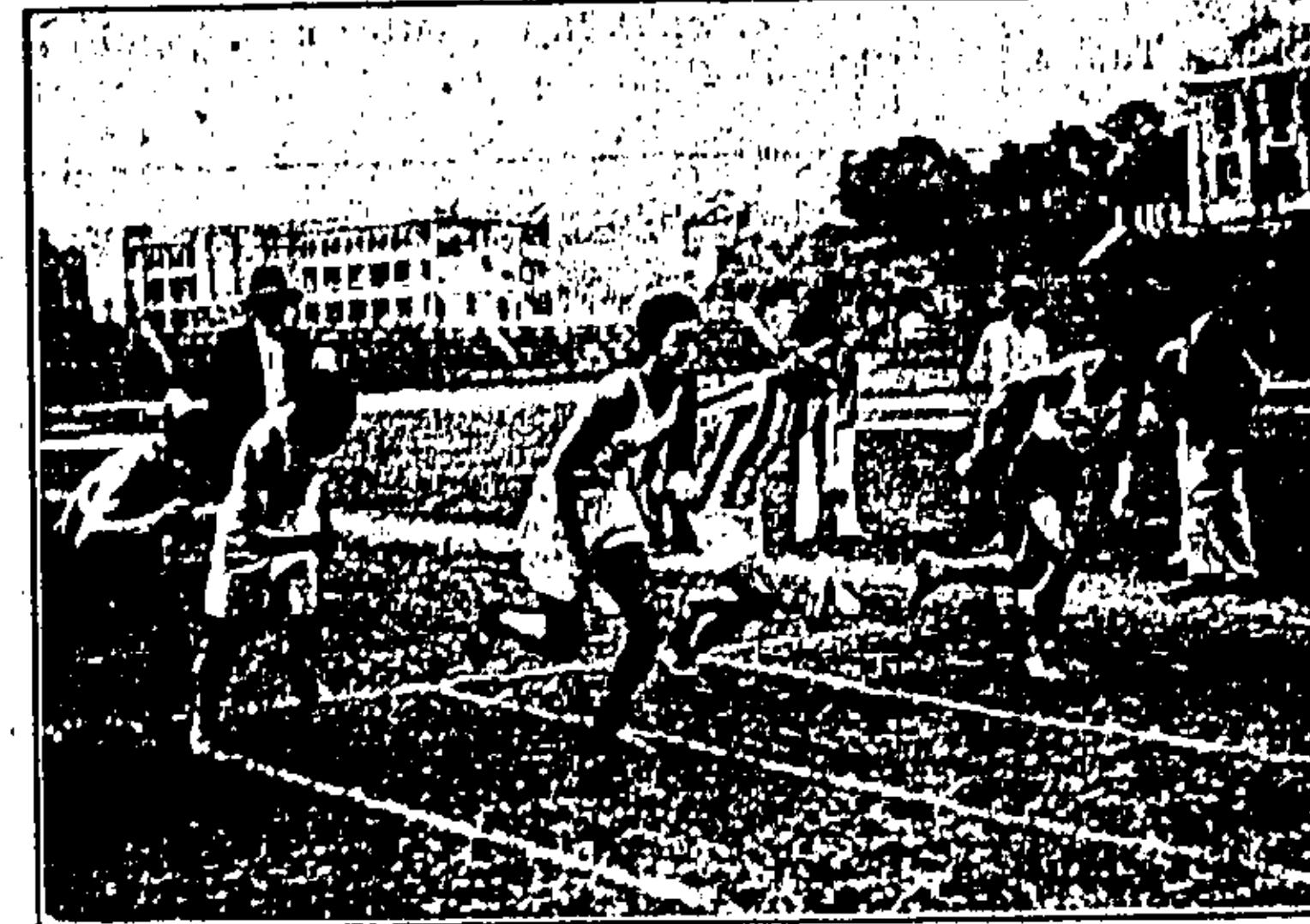
The Hongkong University has this season brought off a "double" by winning both the Senior and Junior Cricket League championships. Left, the seniors; right, the juniors. (Photos: A. Fong).



Interesting snapshots taken at the laying of the foundation stone of the new St. Stephen's College at Stanley, when speeches were delivered by His Excellency the Governor (right), Dr. S. W. Tao (centre) and the Hon. Sir Henry Pollock (left). Photos by Ming Yuen and Welcome Studios.



At the R. H. K. Y. C. regatta last Saturday. Left, Taikoo's entry in the Hongkong and Service Units Fours, in foreground, with the Electric Company's fours in distance; centre, the finish of the Naval Whalers Race; right, the Ladies' Race in progress, showing La Linda, Dorothea and Colleen. (Photos: Mee Cheung).

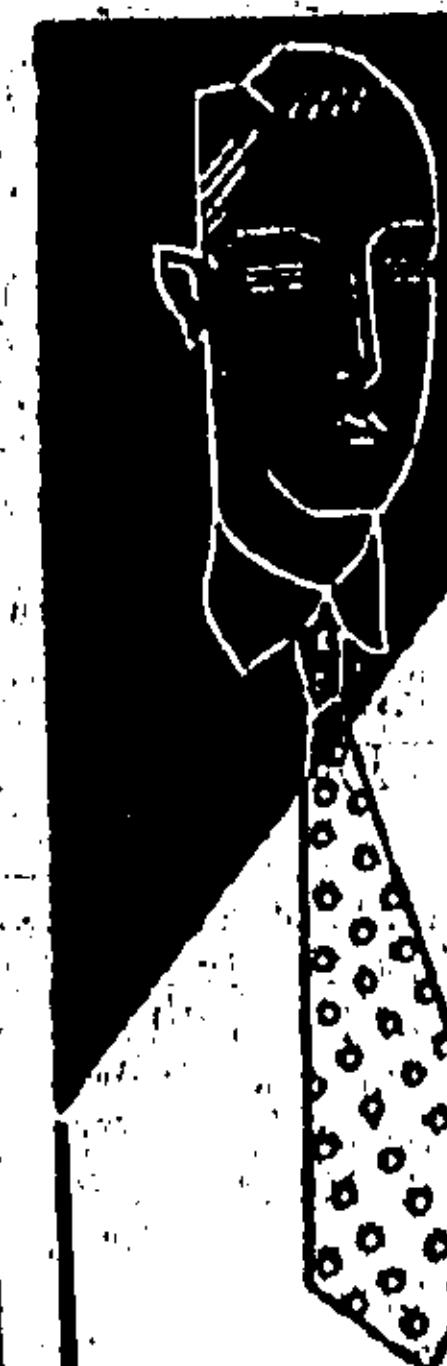


Photos show high jump and sprinting events at the St. Paul's College sports, held last week, as well as the prize distribution ceremony, which was performed by Mrs. E. G. Stewart. (Photos: Mee Cheung).



Queen's College Commercial Class 3B, winners of the Senior Inter-Class running competition cup, with the Headmaster, Mr. A. H. Crook. (Photo: Mee Cheung).

Class 4A, Queen's College, winners of the Junior Inter-Class running competition shield, with the Headmaster, Mr. A. H. Crook, and the Class Mistress, Mrs. Stubbing. (Photo: Mee Cheung).



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**TO LET.**—On or before 1st July, 4-roomed Flat in Treguerter Mansions, May Road, Rent \$200. Prospective tenants, willing to take over furniture, have the preference. Apply Box No. 368, care of "Hongkong Telegraph."

**TO LET.**—No. 14, Knutsford Terrace, Kimberley Road, Kowloon. 5 roomed house & out-houses with tennis court & view of Harbour. Possession: 1st May, 1928. Apply Mr. See Kon Chi, Exchange Building; (3rd floor).

If you want good health investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No knife. Simply Poo On Chinese Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

**POO ON HERBS CO.,**  
66, Queen's Road Central,  
1st Floor.

**New Advertisements.**

**NOTICE.**

On and after Monday, 7th May, the Office of The Government Marine Surveyor will be in the P. & O. Building, Gonnaga Road, Central, 5th Floor.

**LANE, CRAWFORD  
LIMITED.**

NOTICE is hereby given that the Sixth Ordinary Yearly Meeting of Shareholders will be held at the Office of the Company, Exchange Building, Des Voeux Road, Hongkong, on Saturday, 19th May, 1928, at 12 noon.

The Transfer Books of the Company will be closed from 9th May, 1928, to 19th May, 1928, both days inclusive.

By order of the Board of Directors.

S. J. JORDAIN,  
Secretary,  
Hongkong, 2nd May, 1928.

**NOTICE.**

The postponed "Contra Danca" display will be held on the Club de Recreio's grounds, King's Park, on Saturday the 6th instant at 9.00 p.m.

A. F. OSUND, President  
Society of St. Vincent de Paul.

**THE CANTON INSURANCE  
OFFICE LTD.**

**NOTICE TO SHAREHOLDERS.**

The Forty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Thursday, the 17th May, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1927.

The Share Register and Transfer Books will be closed from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHIESON &  
CO., LTD.,  
General Agents.  
Hongkong, 26th April, 1928.

**CHINESE LANGUAGE  
SCHOOL.**

A new CLASS for BEGINNERS in the study of colloquial CANTONESE will be started on Monday, 14th May, 1928, in the Board Room of the CHAMBER OF COMMERCE (over the Chartered Bank).

Classes will be held on Mondays, Wednesdays and Fridays from 5.15 to 6.15 p.m. Students also receive daily individual tuition.

Further particulars may be obtained from the undersigned.

M. F. KEY,  
Secretary.

GENERAL CHAMBER OF  
COMMERCE,  
Hongkong, 2nd May, 1928.

**HONGKONG JOCKEY  
CLUB.**

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 6th May, 1928 commencing at 2.30 p.m. The First Bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5 each up to Friday, 4th May, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, etc.

will not be permitted to operate within the Precincts of the Hongkong Jockey Club during the Race Meeting.

**CHINA AUCTION  
ROOMS.**

6, Duddell Street.  
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

**CHURCH NOTICES.**

To-morrow the Fourth Sunday After Easter.

**LOCAL SERVICES.**

St. John's Cathedral, Services for Sunday May 6th, 4th Sunday after Easter, King's Accession Day, 8.10 Holy Communion, 10.0 Peak Sunday School, 10.15 Children's Service, 11.0 Matins and Sermon Preacher, Rev. H. V. Koop, 12.0 Holy Communion, 6.0 Evensong & Sermon Preacher, The Dean.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Station. Sunday Service, 11.15 a.m. Subject, "Adam and Fallen Man" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall, 7, Duddell Street, Sunday May 6th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "Two Men Went to Heaven and Came Back Again, What Did They Say About the Place?" You are Welcome.

ST. ANDREW'S CHURCH.

4TH SUNDAY AFTER EASTER.

Ninth Annual Sunday School Festival. 8.15 a.m. and 12 noon. Holy Communion. 11.00 a.m. morning prayer and Sermon; Preacher, The Vicar. 6.00 p.m. evening prayer and Sermon; Preacher, Rev. H. V. Koop, M.A.

The collections at all the services will be in aid of Dr. Barnardo's Homes.

Monday evening, 6.00 p.m. Scripture Union meeting. Speaker, Mr. P. Sands, M.A. Tuesday 2.45 p.m. Mother's Union Speaker, Mrs. Rogers, who will talk on Canton.

**THE REBELS!**

GO OUTSIDE U.S. FOR WIVES.

London, Apr. 8.—The Athens correspondent of the Daily Express states that 600 young American bachelors of Greek parentage have landed at Piraeus. They have come to seek Greek wives, thus making a sentimental journey of colossal proportions. The bachelors say they could not get on with American girls, whom they found too exacting and frivolous. They want to take back to American wives who are sensible and modest in dress, do not use lipsticks, and have long hair.

Also

**Lammert's Auctions.**

**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,  
the 8th May, 1928,  
commencing at 5.15 p.m.  
at their Sales Room, Duddell Street.

A VALUABLE COLLECTION OF POSTAGE STAMPS,  
including:

Rare Hongkong, China and Macao,  
etc.

Catalogues will be issued.  
On View from Monday, the 7th May, 1928.

TERMS:—Cash on Delivery.  
LAMMERT BROS.,  
Auctioneers.

Hongkong, May 1, 1928.



**HOTEL  
SAVOY**

**AND  
METROPOLE**

**SPECIAL SUMMER RATES**

A few Rooms still available.

Your inspection is cordially invited.

Excellent Cuisine,  
Central & Cleanliness.



HOTEL METROPOLE

**AMATEUR  
DEVELOPING**

**AND  
PRINTING**

**EXPERT WORK. PROMPT SERVICE.**

**SUN KWONG**

Kowloon Hotel Basement No. 3,  
KOWLOON

Also

A. Quantity of Blackwood Furniture.

Comprising:—

Tenpoys, Curio Cabinets, Marble Top Round Table, Marble Top Stools, Chairs, Jose Tables, Opium Stools, Jardinières, Folding Tables, etc., etc.

And

1 "White Frost" Refrigerator.  
2 "Remington" Typewriters.  
1 American Ice Chest.  
1 "Morrison" Cottage Piano.  
2 Enamelled Baths with Fittings. Catalogues will be issued.

On view from Tuesday, the 8th May, 1928.

TERMS:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

Hongkong, May 2, 1928.

"H'm," said the actor (viewing the bed-sittingroom), "the window is very small. Wouldn't be much good in an emergency."

"There isn't going to be no emergency," said the landlady firmly. "My terms is weekly in advance."

**A ROMANCE OF LONDON**

WITH  
ALICE JOYCE  
AND  
NORMAN TREVOR  
A Paramount Picture

A DAPTED to the screen from the story by Michael Arlen, author of "The Green Hat"

**ADOLPHE MENJOU IN  
"THE ACE OF CADS"**

COMING TO THE  
**QUEEN'S** TUESDAY & WEDNESDAY  
Usual Times & Prices

**P. T. FARRELL**

Consulting Engineer & Manufacturers' Representative.

Agencies for:

Bolinder's Crude Oil Engines Marine,

Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.

King's Building, Top Floor.

Telephone Central 4422, Telegraphic Address "FARSEEING"

The Polytechnic Institute of Zurich has a clock which does not need winding. Its power is provided by a mechanism set in motion by every change of two degrees in temperature.

The stocking trade of Leicester (England) is in such need of trained labour that the firms put their names down months beforehand to secure girls from the elementary schools as learners.



**Peter's Milk Cocoa saves time and money!**

With Ordinary Cocoa With Peter's Milk Cocoa

you must buy three things—



you need nothing but HOT WATER

full cream milk and pure sugar already in it



Best Brand in the Market.

NEW

**AX-BEER**

This beer makes you more cheerful and vigorous.

SOLE AGENTS:

# Crosse & Blackwell's



The Bathing Picnic Season is here. See that San Chova is included in your tea basket.

It makes delicious sandwiches—Something really different from the ordinary fare.

It is also a Crosse and Blackwell product, so you may be sure of its goodness. Yet it costs no more than any ordinary fish paste—and it's British!

## San Chova

The New Fish Paste

**JUST ARRIVED**  
FINEST SELECTION  
OF BEST

## TENNIS RACKETS

SLAZENGER'S

"Primoris"  
"Anderson"  
"Egm"  
"Meteor"

SPALDING'S  
"Gold Medal"  
"Balmoral"  
"Vantage"  
"Claremont"

CALIFORNIA  
"Challenge Cup."  
Model "A."  
Model "B."  
"Berkeley."  
"Bear."

1928

SLAZENGER'S & SPALDING'S  
TENNIS BALLS.

THE SINCERE Co., Ltd.

### MR. ALLERY AGREES TO LEAVE.

#### UNDERTAKING GIVEN IN COURT.

Mr. William Adrian Allery, like a General in command of his troops on the South-Eastern front from Brixton to Wandsworth), spent an anxious morning at headquarters—180, Brixton-road, waiting for news from the front line trench.

Before the Chancery Division of the High Court, his adjutant, Mr. John Duncan, was putting up a great fight for victory and £60,000,000—many countries have waged bitter wars for less.

Mr. Allery was composed but a trifle nervous. He would light a cigarette and pass his finger over the map on his table. Now and then he would have a brief conference with Mr. Bowes, his Chief of Staff, or another high officer.

A "soldier" guarded the door. The house next to his G.H.Q. was in ruins. Mr. Allery's own front garden was a sad wreck. Pieces of wood, old doors, and jam jars disfigured the lawn. Even the roof of his headquarters looked as if it might decide to collapse any moment.

A few schoolchildren crowded round the entrance and whispered in an excited manner between furtive glances at the great man whose head was just visible through the window.

#### The Guard's Challenge.

"Who goes there?"

A smart challenge from the guard brought me to an abrupt halt. The door was locked and barred.

"Wait a moment and I will see," said the guard when the business was explained. A moment later I was taken in by an officer to the General.

"I am waiting for despatches," said the General. "This will be a fatal day."

And sure it was. Minutes dragged on. Mr. Allery was getting hungry, but he bravely decided to carry on until he could confer with Mr. Duncan.

When high issues are at stake, it is particularly disagreeable to be kept in suspense.

At last the communiqué was ready.

"We shall evacuate," the General proclaimed dramatically. "I shall withdraw my G.H.Q. 100 yards to the South in Normandy-road.

"But, for added safety, I will also have another building in readiness whither I may retire with my staff in emergency. This will be in Wandsworth-road. I have discovered an uninhabited house next to a pawnbroker, which my agents are now reconnoitring."

This sounded really warlike.

"When will your troops advance to take this new point?"

"Not to-day," said the General weary. "I don't feel like it. Tomorrow, I expect; but I shall not evacuate Brixton-road until my men have taken possession."

#### Efforts to Obtain Extension.

When the motion for an injunction by the Ecclesiastical Commissioners came before Mr. Justice Eve in the Chancery Division, Mr. Archer, K.C. for the Commissioners, said that Mr. Allery conceived that he had some claim to a small part of the Commissioners estate, consisting of the whole of Brixton among other places, and he was asserting his claim not in court, but by taking possession of vacant buildings.

He had taken possession of 180, Brixton-road, a building which the Commissioners were converting into offices at a cost of about £16,000.

It was desirable to do something effective that day, and he asked for an order to restrain Mr. Allery and Mr. Bowes remaining in possession.

Mr. Archer read an affidavit by Mr. Harold Thrift-Merrett, one of the managers, to Messrs. Clutton, agents for the Commissioners, in which he stated that Nos. 180 and 182, Brixton-road, never formed any part of the Angell Estate.

Mr. John Duncan for Mr. Allery and Mr. Bowes, said that he would give an undertaking that they would not interfere with the tenants paying their rents, and would also undertake not to trespass on any further property, but that undertaking would not apply to 180, Brixton-road, which Mr. Allery claimed to hold.

Mr. Justice Eve said that 180, Brixton-road formed no part of the Angell Estates, and possession of a house on another estate was not a legal assertion of an alleged title to the Angell Estate.

Mr. Duncan subsequently stated that he was instructed to undertake to give up possession.

#### Next Term.

Mr. Justice Eve said that the motion would stand over until the second motion day next term, on the respondents undertaking to vacate the premises on or before

### CONDENMED PARDONED.

#### ANCIENT SPANISH CEREMONY.

Madrid, Apr. 6.

With ancient ceremony King Alfonso to-day granted a pardon to three men who had been condemned to death.

The King and Queen and Court clothed in the severest garments attended a public service in the morning at the palace. The kneeling monarch prayed audibly at the moment of the consecration, after which the Patriarch of the Indies carried to him a tray bearing the petitions of the condemned tied with black bands.

The patriarch said: "Sire, the justice of earth has condemned them to the extreme penalty. Do you pardon them?"

The King: I pardon them that God may pardon me.

Immediately the black bands were changed for white as sign of pardon.

March 31, and he was prepared to add that this would be without prejudice to any claim to be entitled to the Angell or any other estate.

Mr. Justice Eve also made a term of the undertaking that £140 paid into the bank should not be withdrawn pending the further of the motion.

Later in the day Mr. Duncan applied to the Court of Appeal for an extension of time in which to give up possession, but the Master of the Rolls announced that he was an Ecclesiastical Commissioner and could not bear the application.

Mr. Duncan accordingly went to another Court, where he renewed his application. He said that having got his client out, the Ecclesiastical Commissioners would not proceed further with the action. He wanted to put the Commissioners to proof of their title.

Lord Justice Scrutton said that the order of Mr. Justice Eve was the only proper order.

The other members of the Court concurred, and the application was dismissed.

DEPENDABLE  
ALWAYS!



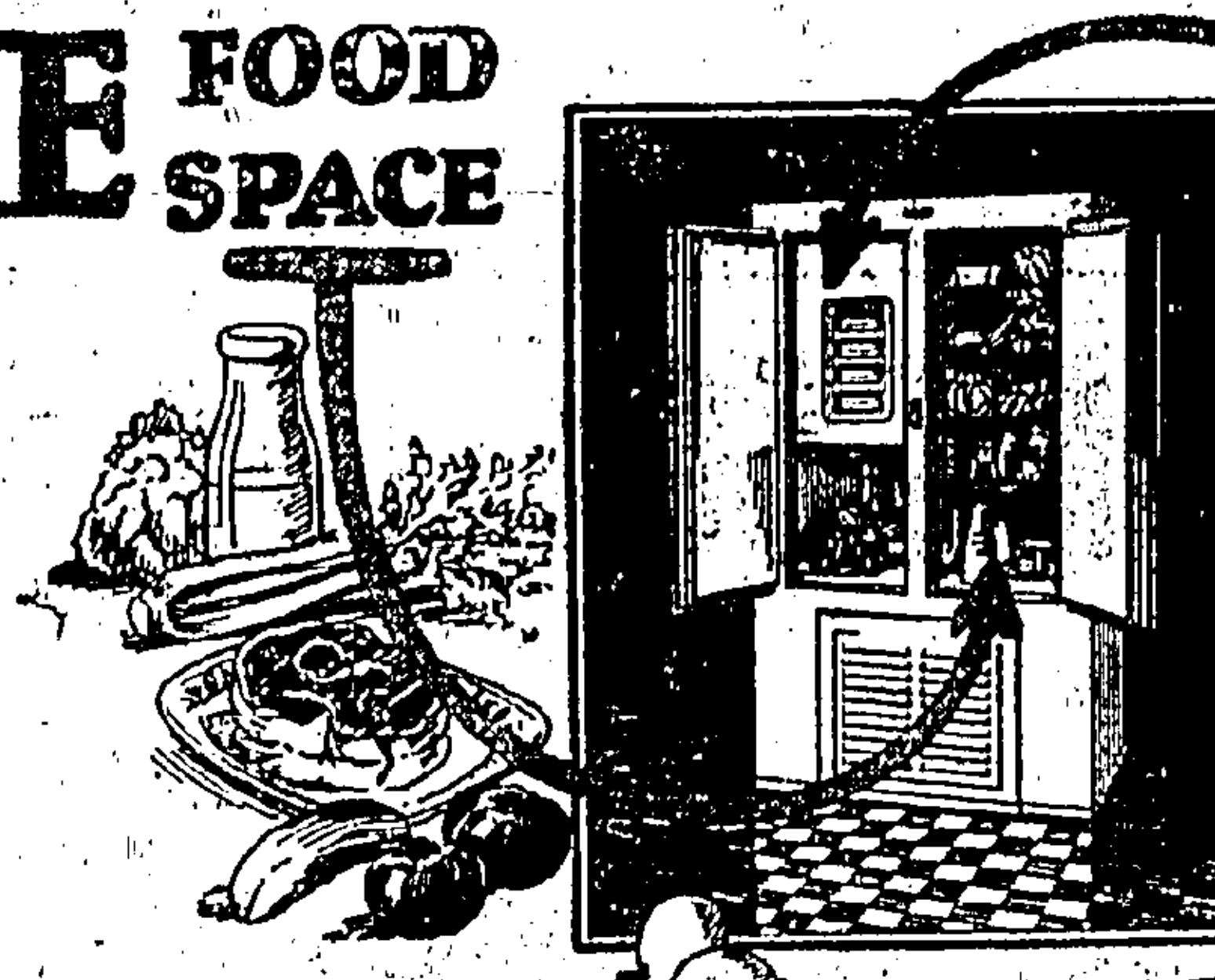
**CAPSTAN**  
The COOL ENJOYABLE SMOKE

SOLD EVERYWHERE

This advertisement is issued by the British American Tobacco Co. Ltd.

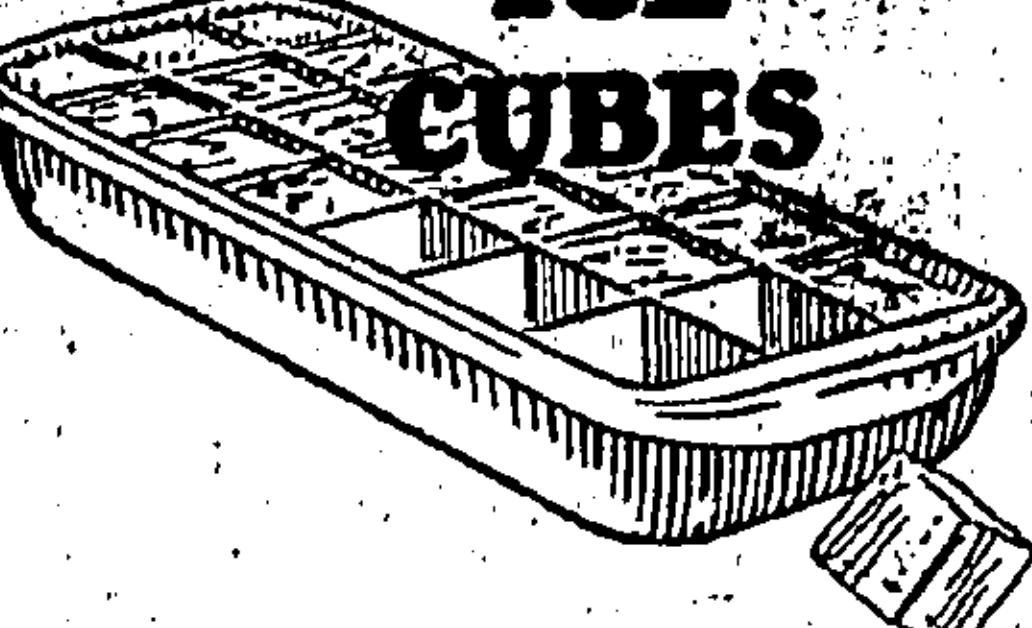
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## MORE FOOD SPACE



## MORE

for your dollar—  
in a Kelvinator



and beauty combined, than any other system you can buy.

Model for model you will find Kelvinator prices actually below others.

This being the case—and it is—why be satisfied with any other system, but Kelvinator? It costs less at the start; much less in the long run, and there's an attractive household budget purchase plan for those who desire to use it.

CALL AND INSPECT THE LATEST MODELS AT:

The Hongkong & China Gas Co.'s

### SHOWROOM

16 Des Voeux Road Central,

or the Offices of

REISS MASSEY & CO., LTD.

Exchange Building,

Tel. C.673.

Use this coupon for details

I want to know all about Kelvinator advantages and Kelvinator prices

Name \_\_\_\_\_

Address \_\_\_\_\_

## MAKING HIM GROW



BABY can sit up now on his own and when he smiles you can distinctly see those two teeth which mother thinks are two wonders of the world. You would never suppose, if you picked him up and felt how solid he is, that there were quite a lot of dreadful weeks when he was pale and pinched and peaky. It was "Lactogen" and nothing else which made the change.

"Lactogen" makes a change in a delicate child sometimes after the very first feed. The reason for this is that the child is at last being given something which he can digest. And "Lactogen" is the essence of milk. It is prepared from the milk of picked cows when this milk is new and warm and creamy. If you are in any doubt about baby's food, try "Lactogen." Don't delay another day—try "Lactogen".

**LACTOGEN**  
REGD TRADE MARK

A Nestle's Product.

# THOS. COOK & SON, LTD.

(INCORPORATED IN GREAT BRITAIN)



TRAVEL  
BANKING

INSURANCE  
FREIGHT

PEDDER BUILDING, PEDDER STREET.  
HONGKONG.

(Telegraphic Add: "Coupon"—Telephones C.524 & 525).

TRAVEL

Tickets issued at Companies' tariff rates. Inclusive Tours arranged to all parts of the world, covering travel by Rail, Steamer and Air, Hotel Accommodation, Excursions, Guides, Baggage Transfers and every assistance that a traveller can require.

BANKING

The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers' Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers' Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers' Cheques encashed. Drafts and Telegraphic Remittances effected.

FREIGHT

Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Curios packed for export. Dry storage accommodation for all kinds of Non-hazardous Goods.

INSURANCE

Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the staff and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of 103 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLERS GAZETTE

Obtainable on application.

HEAD OFFICE—BERKELEY ST., PICCADILLY, LONDON.

## HONEYMOON TRIP CATASTROPHE.

### BRIDEGLROOM LOSES HIS MEMORY.

Sydney, Apr. 5. Suffering from loss of memory, cold, hungry and dishevelled, Mr. Hunter-Loder, a pastoral inspector of Western Australia, and formerly of Singleton, was found "at Kiana to-day. He had been missing since March 16th. Although he did not explain much of what had occurred to him since he started wandering about, his torn clothes, his pallid cheeks and heavy growth of whiskers were a pitiful indication of his condition.

Mr. Loder was on a honeymoon visit to Sydney and was staying at Petty's Hotel. On the afternoon of March 16th, he left the hotel to draw a considerable sum of money that was awaiting him at the office of the Australian Investment Company, and he arranged to meet his wife an hour later in the city. He did not collect the money or meet his wife, and he was reported as lost. Police stations throughout the State were informed of his disappearance, but no sign of him was seen until to-day, when a man informed the Kiana police that he had seen a man sleeping among the rocks on a rugged part of the coast about a mile and a half from Kiana.

The police visited the spot, and found the man, and brought him to the police station. He said that he remembered walking endlessly, and that he decided to live among the rocks, as the wild seashore appealed to him. He had bought some food a few days previously—how long before he did not know—but he had eaten it all, and he was now hungry. It had been cold during the nights, with the wind blowing off the sea.

From articles in his possession and from the description that had been circulated, the police identified Loder, and no time was lost in notifying his bride. To-night Loder's condition, following on food and attention, was reported to be improving.

### \$5 FOR BREACH OF PROMISE.

#### "LIQUIDATING LOVE IN CASH."

Damages of \$5 were awarded Miss May Collymore, of Clapham Park, in the suit for breach of promise brought by her against Mr. J. H. N. G. Johnson, Dulwich Common. The Judge, made no order as to costs.

Mr. Justice MacKinnon in his summing-up said to the jury: "You are asked what is the cash value of what Miss Collymore has lost. Of course, in one sense the very existence of this form of action is something of an absurdity. Many people think it ought never to exist. The process of liquidating love in cash, to use a phrase of Mr. Cope Morgan (for Johnson), is in its essence an absurdity, but the action does exist."

"What has she lost by losing that which he promised to give her, if part of that which he promised was the satisfaction of marrying a man in comparatively affluent circumstances—one who had a certain £600 a year and the prospect of still further means? So far as I can make a rough calculation, he was inferring that very shortly his income would be over £50,000 a year."

Mr. Cope Morgan, in his submission for Mr. Johnson, said: "I am not saying that the defendant is a lunatic, but no one who knew him intimately would suggest that he is of strong mentality. When the engagement took place he was terribly in love and terribly tied to his mother's apron strings."

"Mr. Johnson is a young man constitutionally unable to speak the truth," said Mr. Cave for Miss Collymore. "He makes Ananias seem almost like George Washington."



LOOK SMART AND GET  
A GAGE HAT

AT  
ANTOINETTE  
5, Duddell Street.

## SLANDER ACTION FAILS

### UNANIMOUS VERDICT FOR A NEWSPAPER.

An action for damages for alleged slander brought by Elizabeth McNulty, of McIntyre-street, Anderton, Glasgow, against Messrs. D. C. Thompson and Co., Dundee, publishers of the "Glasgow Weekly News," failed in the Court of Session, Edinburgh.

The woman, who claimed £250, stated that on March 13, 1926, an article appeared in that paper in the following terms: "Running away from home following a scolding, Elizabeth McNulty, a 23-year-old Anderton girl made three attempts to reach other Canada or America. Disguised in men's clothes she stowed away three times before she succeeded in crossing the Atlantic only to be trapped as she was attempting to leave the vessel. She has just returned to Glasgow, and below relates her adventures in Liverpool, where she was caught in a Chinese gambling den."

Messrs. Thompson held that the article was a narration of fact; that the name and description of the narrator, Elizabeth McNulty, were accurately given; that the article had no reference to plaintiff, and that she could not be reasonably mistaken for the person whose experiences were narrated.

The jury returned a unanimous verdict for Messrs. Thompson.

## FOOTBALLER TURNS MINISTER.

### NOT INTERFERING WITH HIS GAME.

London, Apr. 9. James Jackson, who was footballer's outstanding player in the Saturday, at right full-black, has accepted the position of honorary assistant minister to the Rev. Gordon McLeod at the Presbyterian Church, Liverpool.

Jackson has been studying for the ministry for some years and during his stay in Liverpool he has preached at many places of worship. His new appointment will not interfere with his football which he will continue until he has completed his theological studies.

## "REDS" AND NAVY.

### ATTACKING THE LOYALTY OF THE LOWER DECK.

The attention of the Portsmouth police and the naval authorities has been called to the insidious attempts on the part of "Red" propagandists to undermine the confidence of the lower deck in the Naval Welfare Conference, which meets in April at Chatham.

While the representatives of the lower deck have been meeting at the three home ports to formulate class and general requests for the consideration of the conference, Communist pamphlets have been put into circulation both in the Fleet and the shore establishments regarding conditions of service in the Navy. It has been suggested that the various branches of the Service should form their own Trade Unions, and that special pay should be claimed for ceremonial occasions.

The object of the pamphlets is obviously to create dissatisfaction, but the effect has been to make the port representatives doubly careful that nothing should creep into their requests which would savour of "Red" propaganda.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACTYLÉNE AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

## DRY DOCK

LENGTH 787 FEET.

DEPTH ON BLOCKS 780 FEET.

SHILL (H.W.O.T.) 34 FT. 6 IN.

## THREE SLIPWAYS

CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIBBLE, Agents

HONGKONG, CHINA & JAPAN.

# ARTS & CRAFTS.

SHANGHAI.  
HOUSE FURNISHERS



For

Carpets  
Fabrics  
Decorations  
Bric-a-brac  
Furniture

DESIGNS AND ESTIMATES SUBMITTED.

# ARTS & CRAFTS, LTD.

OPPOSITE THE RACE COURSE  
SHANGHAI.

**Johnson's Polishing Wax**

Liquid or Paste

Polishes the floor, linoleum, furniture, etc., quickly and thoroughly, leaving hard, glossy, antiseptic surface. A more brilliant and lasting polish can be obtained with a Johnson Electric Floor Polisher which can be hired or bought at your neighborhood store.

*Johnson's Wax is for sale at all dealers, hardware and building stores.*  
SHANGHAI: 44 Building Well Road  
LONDON & NEW YORK: 41 Ave. Edward VII  
TIENTSIN: American Machinery & Export Co.  
S. C. JOHNSON & SON, Racine, Wis., U. S. A.

**Just Arrived!**

The Finest British Fans Now Obtainable

Make Your Reservations  
IMMEDIATELY!

"MALABAR"	"ORBIT"
56"	12"
"PINI"	14"
48"	16"
CEILING	DESK
FANS	FANS

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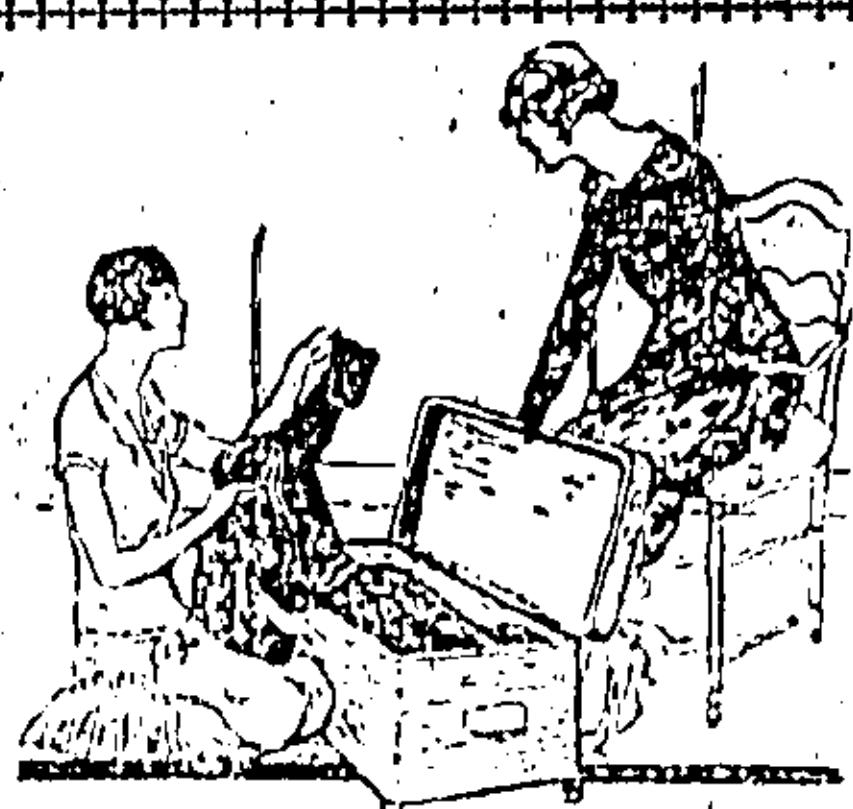
VERITY LTD., BIRMINGHAM.

Sole Agents

Messrs. SHEWAN TOMES &amp; CO.

**Enhancing  
Beauty!**

Clothes when properly dry cleaned and properly pressed do go a long way in adding to natural beauty. You'll like our odourless process and our work in general.

**THE INTERNATIONAL  
DRY CLEANING & DYEING CO.**

19, Wyndham Street, 143, Wong Nai Chung Road, 36, Nathan Road,  
Hongkong. Happy Valley. Kowloon.

**THE NAVY'S CHOICE****Gates**  
ORIGINAL**PLYMOUTH GIN**

OBtainable. EVERYWHERE.

**A NOVELTY.****SOLID PERFUME  
LASTS FOR DAYS****THE COLONIAL DISPENSARY**

14, Queen's Road, C. Tel. C. 1877.

**TO-DAY'S FILMS.****LAST SHOWINGS OF NAVAL EPIC.**

The famous British naval film, "The Battles of Coronel and Falklands Islands," is being screened for the last time to-day, produced with full co-operation of Admiralty, this picture presents a magnificent spectacle of naval warfare which should on no account be missed. An additional attraction is provided by a special Pathé gazette, "Our British," showing the Empire's fighting forces in action, during which Miss Doris Woods sings "Land of Hope and Glory," the audience joining in the chorus.

W. Griffith Film.

"The White Rose" at the World Theatre is a story which has the colourful background of the Southern States of America. Ivor Novello and Mae Marsh are the leading players in this drama of love and human passions. "The White Rose" was directed by D. W. Griffith and ranks with his other famous productions, "Way Down East," "The Birth of a Nation," and "Orphans of the Storm."

Broken Dam Thrill.

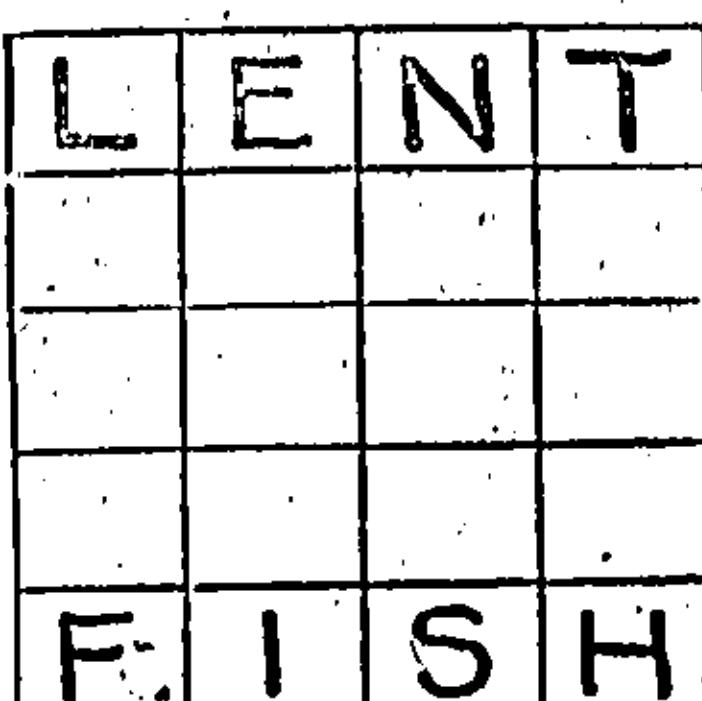
"Hell Bent For Heaven" at the Star Theatre is a story of the revival of an ancient family feud in the Carolina mountains. The climax of the picture where the dam is exploded, and the flood breaks loose, is extremely well done. Patsy Ruth Miller and John Harron head the capable cast.

**STRIKE THREATENED.****COTTON DYERS MAY WALK OUT.**

London, May 4. The trade unions of the dyeing industry have issued an ultimatum to the employers declaring that failing a satisfactory settlement of the wage dispute by the second payday in June, they will instruct their members to cease work. —*Reuters*.

**AVIATION DISASTER.****JAPANESE PLANE CRASHES ON TRIAL FLIGHT.**

Tokyo, May 4. Japan's largest passenger plane, built by the Department of Communications, crashed on its trial flight, killing the pilot and seven passengers, mostly mechanics. —*Reuters*.

**LETTER GOLF.**

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

**BOY SCOUT COMMISSIONER DECORATED.**

Photographs taken in the grounds of Government House on Wednesday, when H. E. the Governor decorated the Rev. G. T. Waldegrave, Boy Scout Commissioner, with the Silver Wolf, conferred by the Chief Scout. (Photos: Mee-Cheung.)

**OUR DAILY TALK ON  
HEALTH.****BIG PROBLEM OF THE  
FUTURE.****CRIPPLED CHILDREN.**

The word "cripple" comes from an Anglo-Saxon word meaning to creep and from the word "dwarf."

From the earliest times, cripples were cruelly treated. It was customary for superstitious persons to attach them an "evil spirit."

The tribes that travelled about found the crippled in the way and endeavoured to lose him.

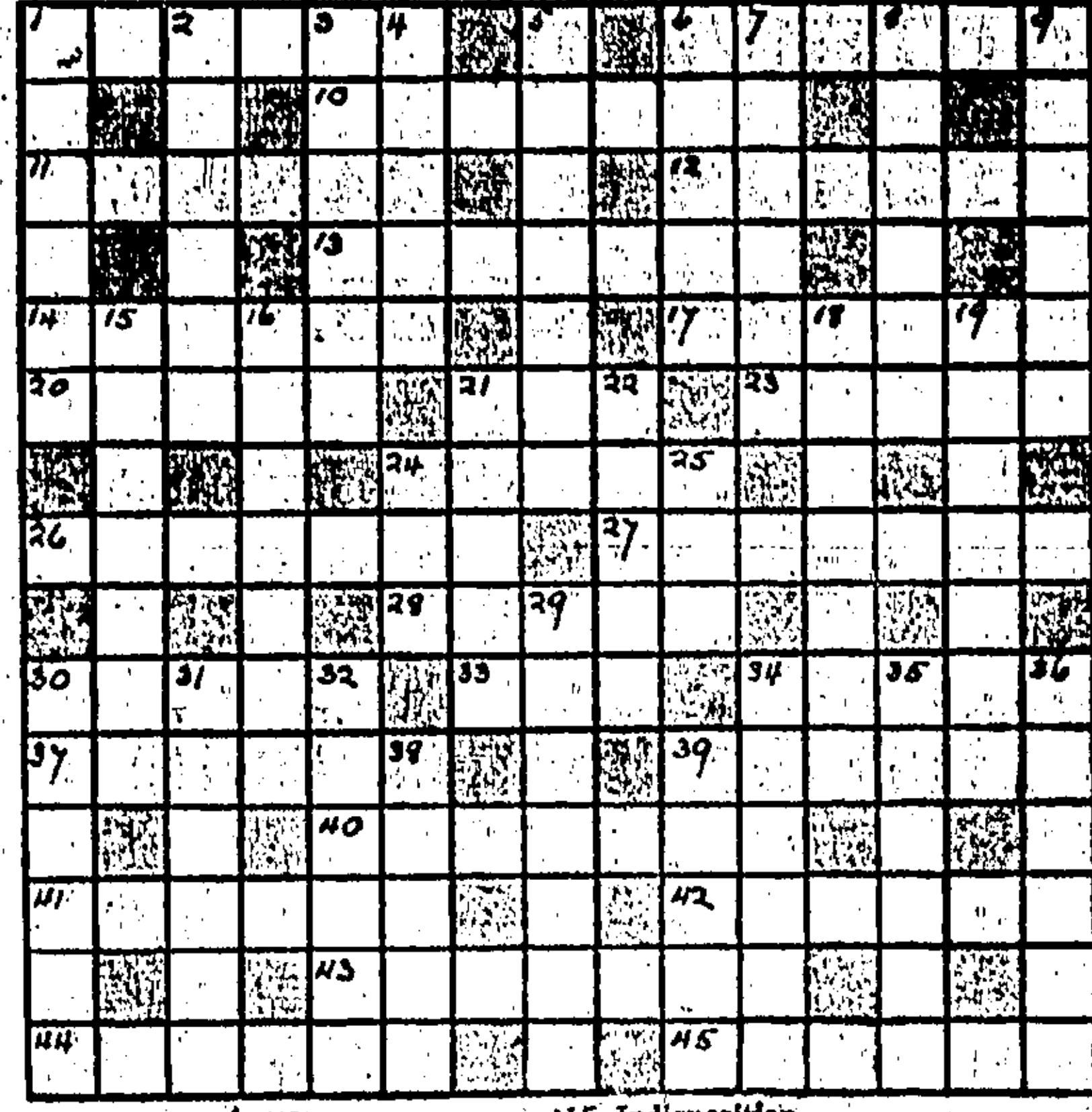
Only in modern times has humanitarianism changed the attitude of man toward the defective so that today efforts are made to rehabilitate the disabled and the love of his youth still remains. How these two are brought together and finally reconciled is admirably told and makes the picture one of absorbing interest throughout, the scene where Menjou depicts himself as the betrayer, and his friend the betrayed being an extremely convincing and dramatic piece of acting.

A small hospital for the crippled was opened in Boston in 1839, and a hospital for the ruptured and crippled in New York City was established in 1863. Since that time, American surgeons have given special study to these problems. A school for the education and industrial training of crippled children was opened in Boston in 1893. Today there are hundreds of competent surgeons in the United States who devote all of their time to the care of the crippled.

Dr. Robert B. Osgood has recently surveyed the legal situation of the crippled child. In 1897 the state of Minnesota passed the first legislation representing acceptance by the state of its responsibility for the treatment and care and education of the crippled. New York followed in 1900 and Massachusetts in 1905.

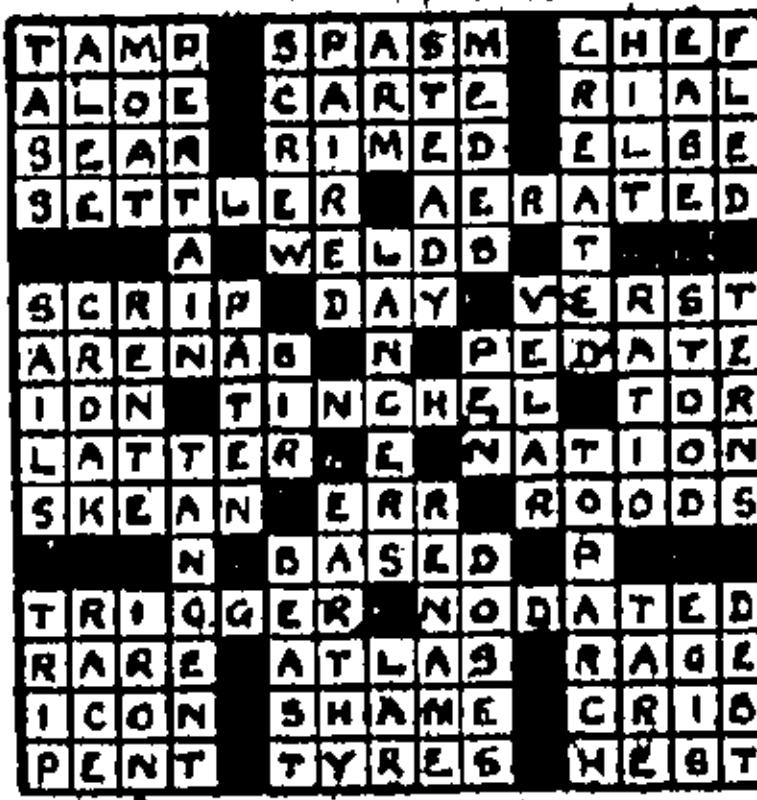
In 1926 the state of New York passed a law which requires that all children who are physically handicapped must be reported in the annual school census each year. Ohio, Pennsylvania, North Dakota, Michigan, Kansas and West Virginia now have enlightened legislation for the control of this problem.

Many of the great philanthropic foundations give special attention to the crippled. Masonic groups, Elks, Rotary clubs and Kiwanis

**"THE ACE OF CADS."****ADOLPHE MENJOU'S LATEST  
PICTURE.****"THE ACE OF CADS."****Pranks.****Meddler.****Apparatus for bolting.****Exile.****Refuge.****Withstand.****Prevails.****OUR CROSSWORD PUZZLE.**

1 Weights used in weighing precious stones.  
6 Elapsed.  
10 Distinctions.  
11 Web-footed oceanic bird.  
12 Consequences.  
13 Modesty.  
14 Elevated.  
17 Streak.  
20 Cozes.  
21 Not many.  
22 Having a side.  
24 World of spirits.  
25 Issued.  
27 Lasting.  
28 Absorb.  
30 Inhume.  
33 Female hare.  
34 Worship.  
37 Pertaining to bodies at rest.  
39 Forbear.  
40 Meddler.  
41 Apparatus for bolting.  
42 Exile.  
43 Refuge.  
44 Withstand.  
45 Prevails.

Yesterday's Solution.

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the modern and economical containers for all classes of merchandise.

**ACME STEEL STRAPS**

a fast and efficient method of reinforcing fibre boxes, crates, bales, bundles and wood-boxes.

**ACME TACK-POINT FASTENERS**

more easily driven and greater holding power.

J. M. DA ROCHA &amp; CO., Agents.

Fibreboard Products Co., of San Francisco.

Acme Steel Co., of Brooklyn, New York.

**CHARMAINE**

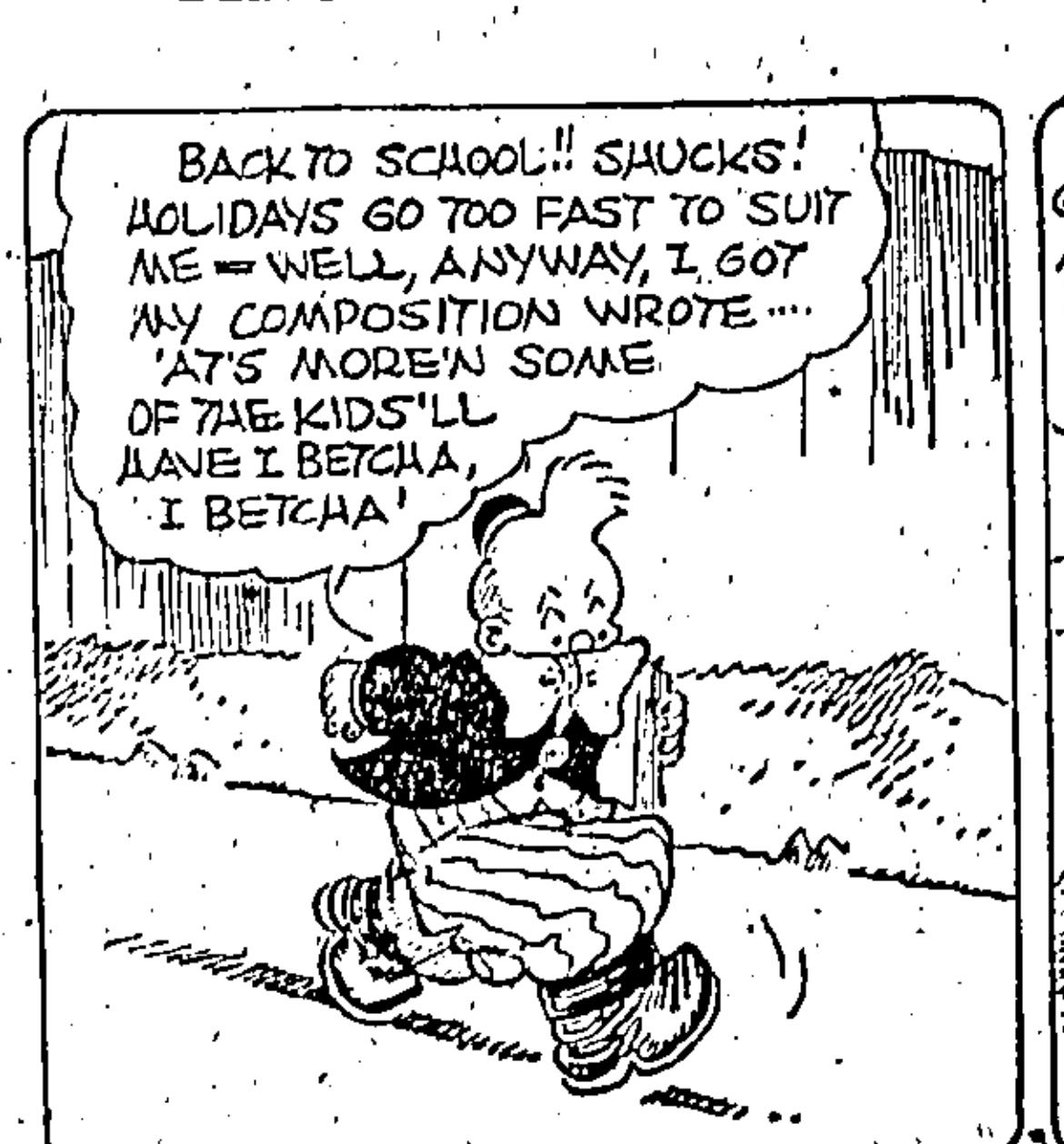
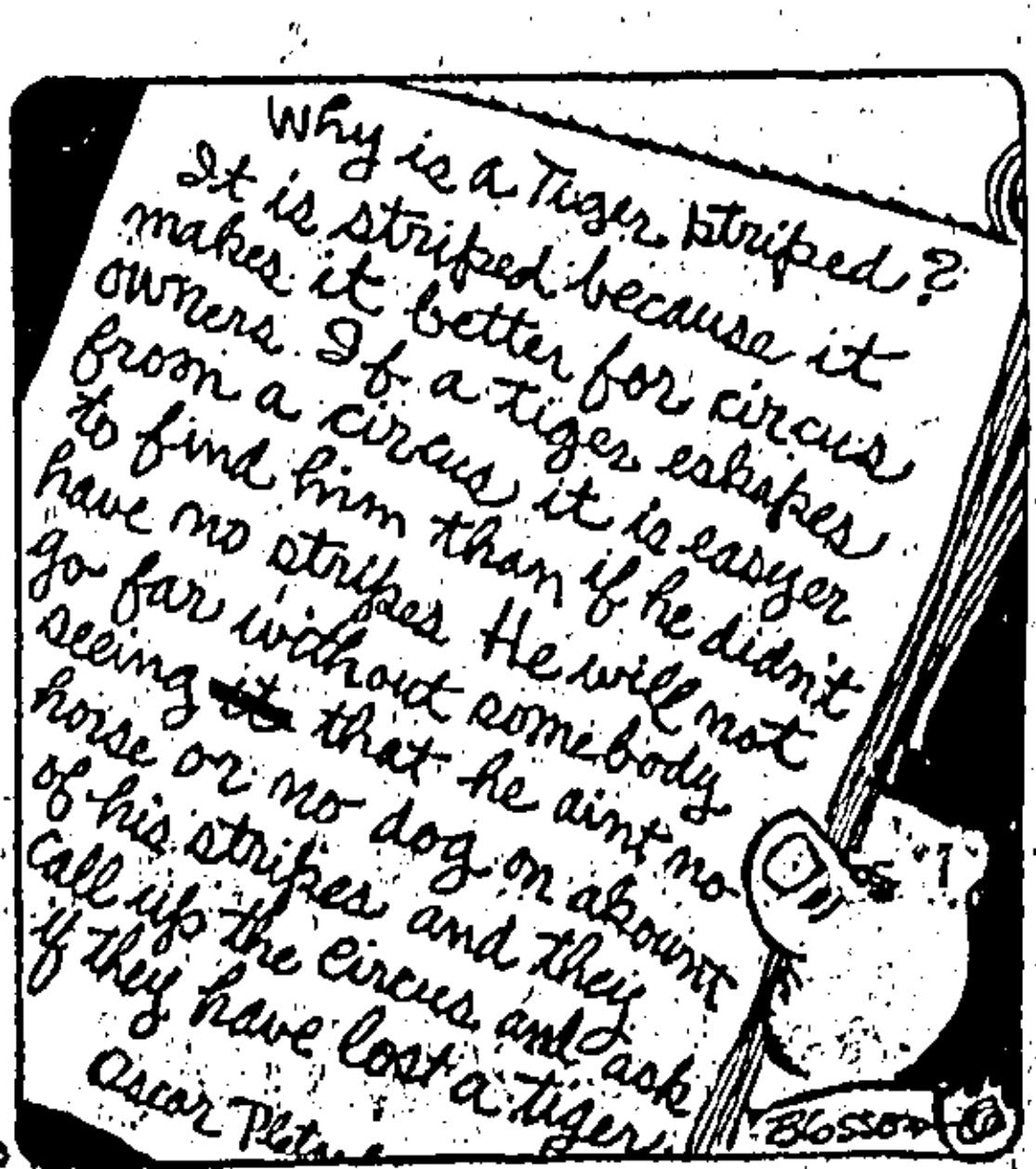
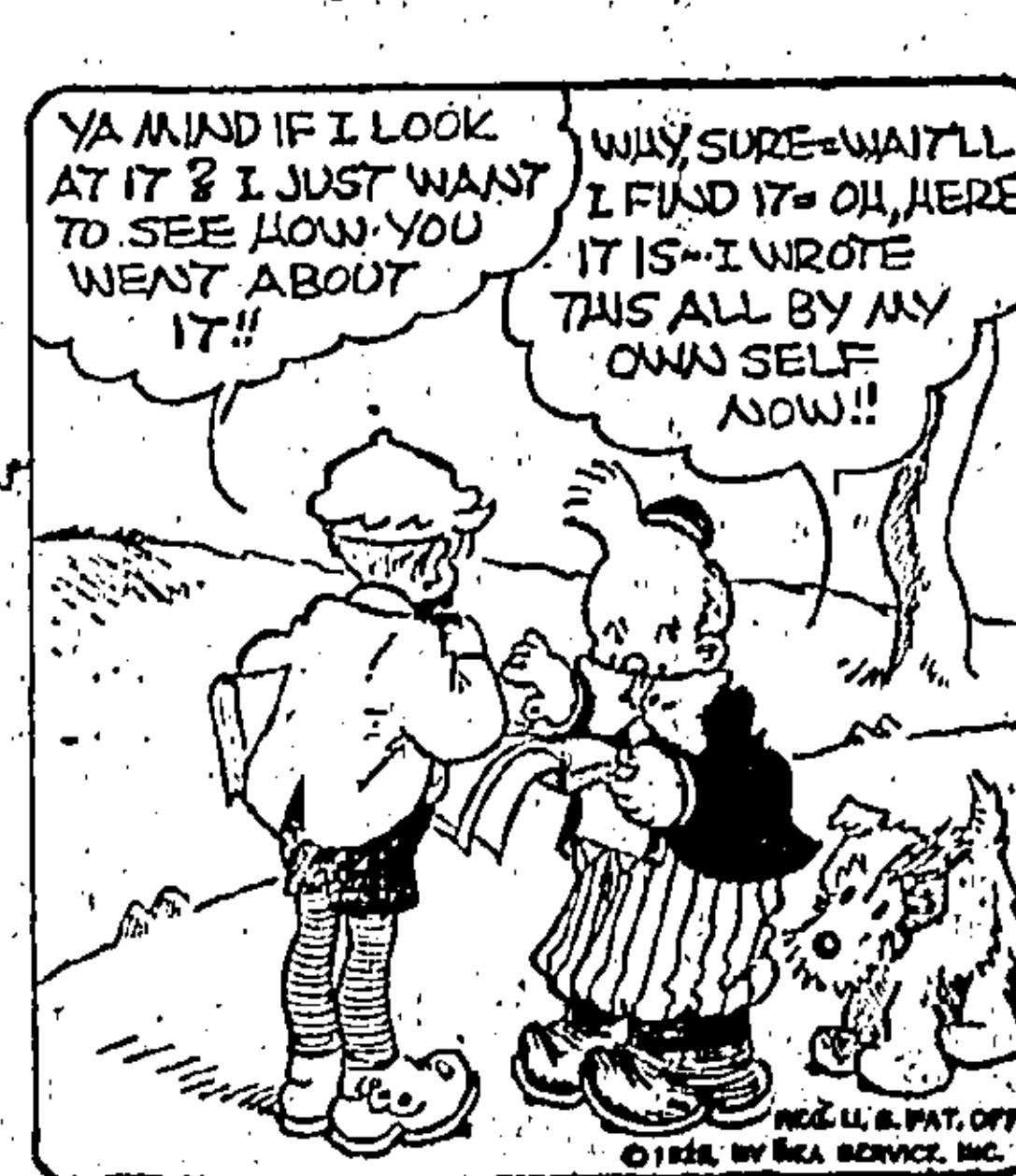
4649 — ORGAN SOLO

4559 — DANCE ORCHESTRA

4533 — LAYTON AND JOHNSTONE

THE ANDERSON MUSIC CO., Ltd.

4533 — LAYTON AND JOHNSTONE

**FRECKLES AND HIS FRIENDS****He Should Have 100 for His Originality**

By Blosser

## SOUTHWELL'S LEMON & ORANGE SQUASHES.

Delicious and refreshing Beverage  
with plain or Aerated Water.  
Price \$1.50 per bottle.

A. S. WATSON & Co., Ltd.  
HONGKONG.

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from

## "WHEN WE WERE VERY YOUNG"

Words by  
A. A. MILNE

Music by  
H. FRASER-SIMPSON

Decorations by  
E. H. SHEPARD

A collection of songs you will  
thoroughly enjoy.

S. MOUTRIE & Co., Ltd.

Tel. 527. (Chater Road) Tel. 527.

## SUMMER NECKWEAR



### OPEN END TIES

A large variety of patterns and an ingenious assortment of colour schemes—that is the AKCO range of open-end ties. And each tie—*as with every other AKCO production—is a model of its kind, never too startling, but always distinctive.*

Priced from \$2.00 less 10% for Cash

Lane, Crawford, Ltd.

MEN'S WEAR STYLISTS.



## TOTAL

### DRY FIRE EXTINGUISHER

CONTENTS NEVER DETERIORATE

NO PERIODIC REFILLING

APPARATUS NEVER FAILS

NON-CONDUCTOR

OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE

Types for Motor Cars

and all Establishments

KELLER KERN & Co., Ltd.  
16/19 CONNAUGHT ROAD, C.

The  
Hongkong Telegraph.

SATURDAY, MAY 5, 1928.

### THE TSINAN CLASH.

Events of extreme gravity are happening in Tsinanfu, the capital of Shantung, as an outcome of which a clash has occurred between the Nationalist forces and the troops which Japan sent to the city for the protection of her nationals. The news which came through on the subject yesterday was most surprising, after the previous day's reports that the Japanese commander had had a very cordial conversation with Marshal Chiang Kai-shek which, it was hoped, would have dissipated any fears of trouble consequent on the arrival of the Japanese forces. The latter were evidently quartered in the big trading quarter known as Shangpu, where most of the 2,500 Japanese residents of Tsinanfu live and do business. The Japanese section had been barricaded off, in view of possible trouble, but so well had the Nationalist troops behaved that the wire entanglements were, the day prior to the clash, removed. As a consequence, the Chinese were given easy access to the centre. At the moment of writing, it is not possible to say with certainty how the disastrous conflict which resulted in so many casualties originated. By the time these lines appear in print, however, it is probable that further light will be shed on this point. Taking such reports as we have before us at present, there are two explanations. One is that indiscriminate firing and looting made it necessary for the Japanese to intervene in protection of the lives and property of their nationals. The other is that a mild dispute occurred between the Chinese and Japanese troops which subsequently developed into a regular battle.

It is worth recalling that a Reuter's message received on Thursday evening definitely stated that the Nationalist troops were looting Japanese stores, whilst another cable from the same source suggested that firing on both Japanese and Chinese civilians was occurring. Yesterday morning, a British naval wireless message categorically stated that the Nationalist forces had run amok, that they were firing and looting indiscriminately, and that there was danger of a clash with the Japanese. This was before the news came through of the seven-hour battle, as a result of which

the Chinese troops suffered some eight hundred casualties, and during which not only did the Japanese suffer military losses but many of their civilian nationals were also killed. Chinese reports, however, perhaps somewhat naturally, lay blame for the trouble on the Japanese. They are to the effect that some unarmed soldiers endeavoured to pass a road where the Japanese were on guard, and that when the latter would not permit them to pass they resisted, following which the Japanese are alleged to have opened fire. Later, Nationalist reinforcements are said to have come up and the real fighting begun.

Until more detailed reports come to hand, it would be unwise to dogmatise on the origin of the trouble. Each side will no doubt endeavour to show that the fault lies with the other. We can afford to wait authentic news. In view, however, of the protest which was originally made by the Nationalists when Japan decided to dispatch troops to the city, we may be sure that the Japanese commander would take every care to do nothing likely to end in a clash at arms. For that reason, we are at the moment inclined to discount the suggestion that the Japanese started the trouble... by firing on unarmed Chinese soldiers. That a

situation of much gravity has been created by the happenings, there can be no doubt. The point is how the Japanese Government and people, and the Nationalist Government, will react to the developments. Japan is just now faced with an internal political crisis, and this may have some effect on her attitude, although in view of the keen national spirit of her people we cannot imagine that the affair will be permitted to blow over. Equally, it must be remembered that in its Note of warning the Nationalist Government was at pains to state that serious consequences might arise from the despatch of Japanese troops, the responsibility for which it would be difficult to determine. Whatever happens, we may expect the events of the next few weeks to be fraught with serious possibilities. All we can hope is that the feelings of either side will not be permitted to get out of bounds.

**Tung Wah Eastern Hospital.**  
In these days of depleted purses, the prospect of the construction of a new hospital in the eastern district of Hongkong, the cost of which will be borne by the community, is an august tribute to the spirit of philanthropy which has always animated the well-to-do among Hongkong Chinese. As an offshoot of the Tung Wah Hospital, it is integrally connected with one of the finest contributions of public-spirited Chinese to the welfare of the poor and needy. The Tung Wah Hospital is a synonym for good management and good works, and illustrates the inherent greatness of heart of the Chinese in a way which no other institution in this Colony can claim. In the course of nearly 60 years, the work of the Tung Wah Hospital authorities has grown in importance until, as Sir Cecil Clementi said when laying the foundation stone of the new building yesterday, it is known and respected everywhere for its charitable activities. Such has been the energy of those chosen to seek subscriptions that a sum of over \$380,000 has been promised, and it has been possible to proceed with part of the full scheme contemplated, the building of a hospital with accommodation for about 120 beds. It is fully realised that this will not suffice for the growing needs of a district which is in the process of rapid development, but Hongkong will welcome with extreme satisfaction the fact that a start has been made. It is to be noted, however, that the achievement is solely to the credit of the Chinese, and to the Government, which has granted a most desirable and quiet site behind the Japanese Crematorium at Sookunpo Valley. Only one of five sections can at present be proceeded with owing to lack of funds, and although the Tung Wah Hospital authorities are actively soliciting further subscriptions from their compatriots, it is to be hoped that the European community will view with sympathy an appeal which is likely to be launched in the near future. The care of the pauper in Hongkong cannot be regarded as the responsibility

The following forthcoming weddings are announced.—Mr. J. L. Youngs, 94 Kowloon Tong, to Miss Chen Sze-ching, 2019 Tsing Wan Lane, North Szechuan Road, Shanghai; Mr. W. A. Youngs, 94 Kowloon Tong, to Miss Chow Hok-kee, 49 Lai Chee Wan, Sai-kwan, Canton; Mr. A. V. Youngs, 94 Kowloon Tong, to Miss Yung Mel-lai, Fung Yuen, Nam Street, Canton; Mr. D. Fooi Ching Loke, assistant Government analyst, Nga Toen Wan Road, Kowloon City, to Miss K. Kit Yung-chau, Schooner Street, Wanchan.

### DAY BY DAY.

WHEN CHILDREN ARE TAUGHT  
RULES THEY SHOULD ALSO BE TAUGHT  
WHEN THEY MAY BREAK THEM.—  
James Calcutt.

"Yesterday's health return shows three cases of small-pox and two each of plague and typhoid. All are Chinese."

It is notified that the name of the China Sun Motion Pictures Company, Limited, has been struck off the Register.

Mr. Eugene Corri, doyen of boxing, in the referee for the big Albert Hall fight in "The King," the British film which is being screened at the Queen's Theatre tomorrow and on Monday.

At the P.W.D. offices on the 21st instant there will be offered for sale New Kowloon Inland Lot 1133, situated at Shamshui Po and having an area of 7,410 square feet. The upset price is \$9,263.

Tenders are being invited for an additional storey to Government Offices. The work consists of the removal of existing roof and erection of a suite of offices forming the second floor to existing buildings.

A concert to be given at the Diocesan Boys' School tonight will include selections by the full band of the Queen's Regiment and items by Mr. H. Glover, Mrs. G. Watts, Band-Sergt. E. Manley and Mr. John Braga.

Taking a hint from the police forces of Shanghai who wear bullet-proof protective vests in their operations against armed desperadoes, a Chinese arrested by the French police in Shanghai last week was found to be wearing a similar vest.

Captain Robert Dollar, the veteran shipping magnate, and head of the Robert Dollar Steamship Company will arrive in the Colony from Shanghai by the s.s. President Grant. He will be accompanied by Mrs. Dollar and two nieces, the Misses Dickson.

Crown land having an area of 1,840 acres, situated at Kwanti, is to be sold at the District Office, Taipo, on the 16th instant. The upset price is \$100, and the purchaser will be required to plant orange trees, pineapples and other fruit and vegetables.

The death has occurred at Chantaboon of Mr. G. Kluzer, an old Italian resident who had been in business in Siam for close on 25 years. Two years ago he sold his business to the Borneo Company. He returned from a visit to Italy, the first he had paid for many years, only three weeks ago. Mr. Kluzer was an extremely popular member of Bangkok's European community. He was a shrewd business man, and was credited with having made a large fortune during his many years of residence in Siam.

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### EXCHANGE RATES.

London, May 4.	
Paris	124
Brussels	34.94
Amsterdam	12.10
Berlin	20.40
Copenhagen	18.20
Vienna	34.675
Belfast	19.83
Dublin	2.74
Bucharest	.75
Buenos Aires	47.13/16
Bidzanga	2.74
Vichy	1/11.18/16
New York	4.884/16
Geneva	25.84
Milan	32.65
Stockholm	10.18
Oslo	15.225
Prague	1.94
Madrid	3.72
Rio	5.59/64
Bombay	.16
Hongkong	2.07%
Silver (spot)	26.15/16
Silver (Forward)	26.13/16

—British Wireless.

### LETTERS FROM HONGKONG.

S.—We Call At Gibraltar.

Our boat is solidly built and maintains a fairly dignified equilibrium in the water, a blessing which makes us the more tolerant of certain minor disadvantages. The bulwarks, for instance, are steel walls instead of open railings, and I take this opportunity of calling the attention of naval architects (or whomever it is designed those things) to the very circumscribed view of the passenger in the deck chair under such conditions. He cannot see the water and all that passes thereon, except intermittently, when the ship is rolling, and by then he has probably lost interest in it. Again, there is very little deck space.

We tried deck tennis on a narrow area outside the smoking room. It was to count a "let" if it hit the wall, the box for life-jackets, or either of the ventilators. When we had lost overboard four quoits, two odd bits of twisted rope, a ball of muslin and half a coconut, we gave it up.

Rising from my bunk at about three o'clock one hot afternoon, the activities of violent host of inoculation bugs having been temporarily quelled by aspirin, I stood at the side of the boat searching the coast of Spain for my first view of Gibraltar. It seemed a long time putting in an appearance—so—feeling a little dizzy, I walked round to the other side, and there it lay in full view with the sun beating on its weathered face. We had turned to enter the bay. Behind us lay the mountains of Africa in a curiously unexpected dignity.

The first thing that strikes one about Gibraltar is the lack of grass. Nothing but a short scrub. Later you see some trees near the bottom of the rock. For the rest, the crumpling orange stone gives the place a wonderfully rich colour. The sea is a marvellous blue, clear and transparent to a great depth. The swarm of boats that come to us with fruit, chocolates and Spanish cigars, was painted in light colours, blues, greens, with an occasional line of pale red or mauve.

My inoculation kept me in a deck chair and Mary kept me company, taking charge of four children to let others get ashore. Consequently she spent the whole afternoon running round the ship on account of some innate tendency in other people's children to throw themselves overboard if not watched.

H. the Irishman, and his wife walked down the main street and bought a Spanish shawl. The circumstances of the transaction are strange and unusual to you, who know neither Hongkong nor Gib. H.'s account differs in certain unessential details from that we went to, right out at the end?

Tom was not sure. She produced a post card. "Yes, this is the one," she said.

It was the Rock of Gibraltar.

POEMS THAT LIVE.

### THE LARK NOW LEAVES.

The lark now leaves his wat'ry nest  
And climbing shakes his dewy wings.

He takes this window for the East  
And to implore your light he sings—

Awake, awake, the morn will never rise  
Till she can dress her beauty at your eyes.

The merchant bows unto the sea-man's star,

The ploughman from the sun his season takes;

But still the lover wonders what they are

Who look for day before his mistres wakes.

Awake, awake, break thro' your vols of lawn

Then draw your curtains, and begin the dawn.

Sir W. D'Avenant.

### SWEDISH AGA CO.

#### A FAVOURABLE YEAR REPORTED.

The Swedish industrial concern AGA (Aktiebolaget Gas-Akkumulator) in Stockholm, well-known manufacturers of automatic light signals, buoys and light-houses, reports favourable results of the past year's activity. The net profit in 1927 amounts to 1.27 million Swedish kronor as against 1.06 million kronor the previous year.

Another foreign branch company abroad has been started in Spain, the S.A. Therica Aga at Cadiz.

During 1927, the order stock has increased with 1 million kronor to 7.16 million kronor, and the total involved orders have increased by 0.70 to 7.02 million kronor. The export has risen with 22%, while the home consumption remains practically the same.

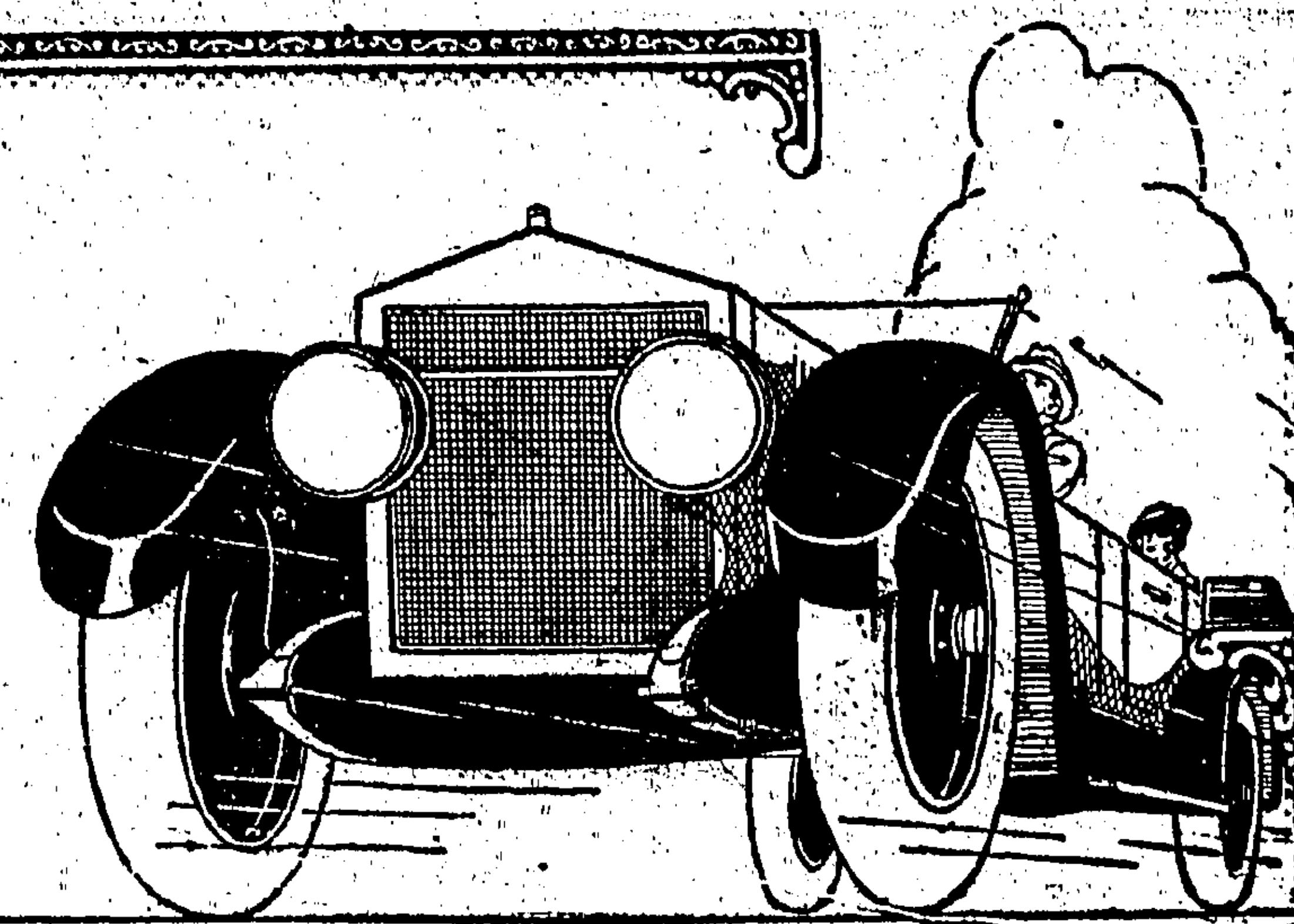
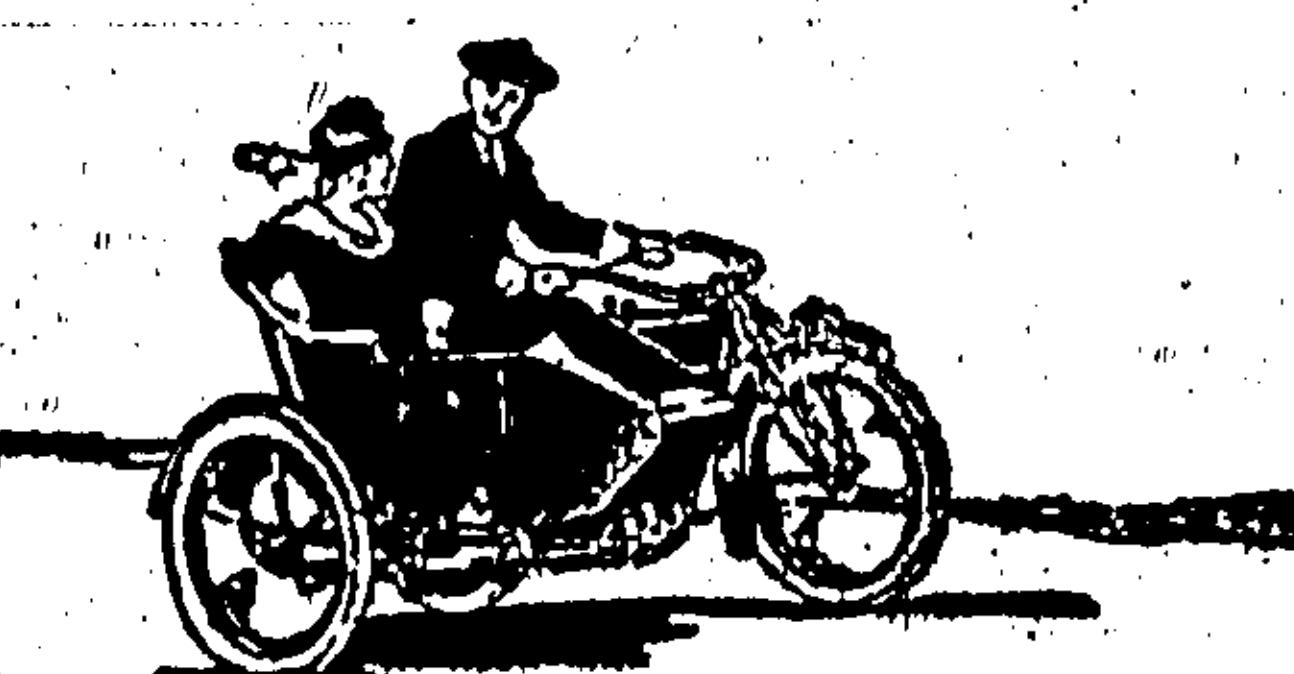
The head of this company is Dr. Gustaf Dalen, the famous inventor and Nobel prize-winner of Sweden.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY 5th MAY, 1928.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### Magazine Gap.

It is with pleasure that we can report the start of the actual work of excavating the hillside corner at Magazine Gap in connexion with the much-to-be-desired road improvement at that spot. Work was commenced on Monday last and a good-sized "bite" has already been made into that part of the tennis court attached to the house of the Commissioner of Customs which is required to straighten out the road. Thus we are well on the way to seeing the removal of one of the most dangerous corners on the Stubbs Road. Good progress is also being made with the big scheme in hand by the Naval Hospital and Wesleyan Church, and at the moment there is a fair amount of interruption caused to traffic by trucks transporting the "soil" earth across the roadway. This temporary inconvenience can be cheerfully borne when one has in mind the great improvement that will result.

### Peak Garages.

There has been quite a lot of critical comment made by motor car owners on the Peak regarding what they describe as the selfishness of the Government in reserving the use of the public garages there for civil servants. It is stated that during the past few months there have been one or two such garages vacant and that when enquiries have been made by private residents with the object of renting them, such residents have been informed that the vacant garages were being reserved for certain Government officials who were either due to return from Home with a car, or who contemplated buying one. It is contended that this discrimination is contrary to the spirit of the announcement of the Government when the garages were being erected, namely, that the garages were to be public and for the benefit of Peak residents generally no matter whether they were civil servants or not. If it is true that this discrimination has been shown we think the Government has laid itself open to the charge of creating special privileges for its servants. This question of garage accommodation on the Peak will doubtless be largely solved when the garage being built by the Hongkong Land Investment Company is completed, but nevertheless we do think that if a Government garage is vacant it should be rented to the first applicant and not left empty for months just because a civil servant might be wanting it later. The large number of Peak residents who are forced to garage their cars down town and have them driven up in the mornings bears testimony to the fact that further accommodation has been and still is badly needed.

### The Austin Owners.

As there are probably 60 or 70 Austin-7 cars in use in the Colony, owners of these handy little vehicles will doubtless be interested to hear that there is being advertised in some Home journals a simple contrivance whereby the length of the gear-shift lever is extended. This extension clips on to the existing lever and enables all forward gear changes to be made without the driver having to lean far forward. The price which Messrs. A. W. Gamage, Ltd., are asking for this device is only 6/6d.

### New Taxicabs.

The ten Clyno taxicabs ordered through Messrs. Lane, Crawford, Ltd., have commenced to arrive in the Colony. A special description and photograph of the new taxicabs were published in Tuesday's Telegraph and the public has learned with much interest the particulars of these new vehicles. We learn that there are other people interested in the proposition of operating taxicabs in addition to the New Taxi Company which is to run the Clyno fleet and it is fairly certain that before the present year is out a good many taxicabs will be on the roads of this Colony. There is no reason why a taxicab service, pro-

perly run, should not be a paying proposition. From the public point of view they have two distinct advantages over the "public hire" cars now operating on the streets. The first is that they can be taken for short journeys for 40 cents, and the other is that there is a properly regulated scale-of-fares governed by a sealed meter of officially approved pattern. The present public cars have no fixed scale and many arguments have taken place between drivers and passengers at the end of a journey. No-one likes to underpay a driver, but on the other hand no-one wants to be made to overpay and it is very desirable that the public should know the legal rate of hire. Public ricksha and chair fares are regulated and the conveyances have to carry a scale of fares for the information of the public which uses them. Taxicabs are similarly regulated the world over—a far more satisfactory arrangement than leaving the question of hire price to be "haggled" over.

For this reason, if for no other, we wish the new service well—especially so because of the high quality of the machines being used.

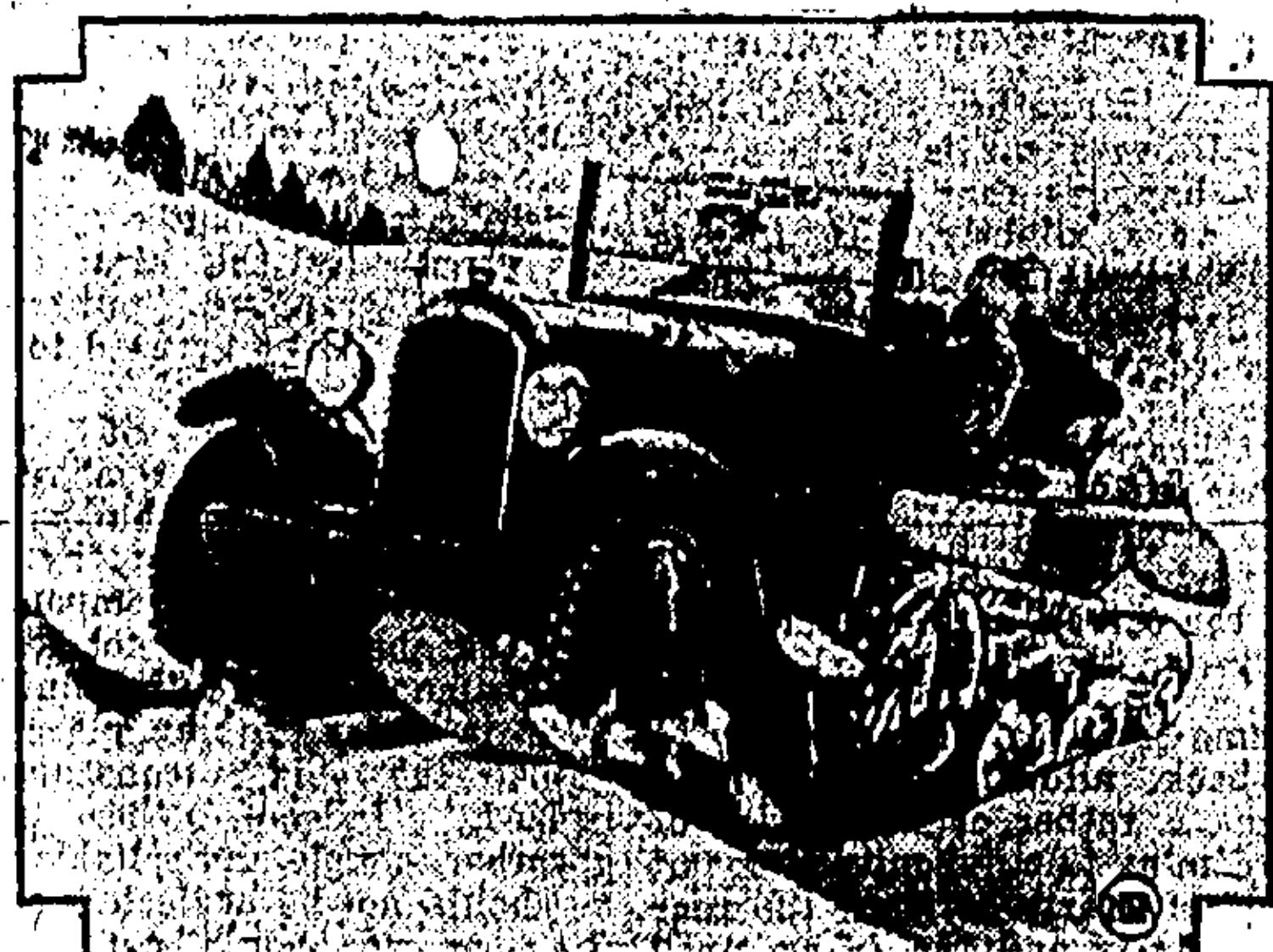
### Education Wanted.

We are again compelled to draw attention to the dangerous practice of pedestrians who are in the habit of crossing the road from behind a tramcar. Accidents frequently occur through this stupidity and motorists have very little chance of avoiding an accident as a driver's view is obscured until his car is right "on top" of the person concerned. The foolish habit is carried out both when tramcars are moving and stationary. Another dangerous practice which calls for attention is that of alighting from a moving tramcar, so many Chinese failing to step off facing the right way or to see that there is no overtaking vehicle to endanger their presence on the roadway. It often happens that a passenger will alight from a moving tramcar just as a motor vehicle is about to overtake the tram, with the result that the passenger is right in the track of the faster moving vehicle. The Tramway Company is not in any way to blame and the servants of the Company already do much to put a stop to the practice. But we do suggest that a little "safety first" campaign by means of notices and pictures inside the tramcars would help to lessen the evils complained of. We call to mind an admirable campaign conducted a few years ago by the Edinburgh tramways in which, by a series of photographs displayed on all cars, the dangers of thoughtless action were pictorially conveyed to travellers. Perhaps something of the kind could be attempted here with great benefit, for no-one will deny that our Chinese friends have very limited amount of "traffic sense" and that the perils of the road are greatly increased accordingly.

### At Stanley.

At the ceremony of laying the foundation stone of the new St. Stephen's College, performed by His Excellency the Governor, fully 120 cars were parked near the site, which is probably 600 or 600 yards past the Stanley Police Station. A rough road was made enabling cars to reach the spot—a provision greatly appreciated by all. Doubtless, when the College is completed a modern road will be provided and this will entail widening the road which leads from the Island Road to the Stanley station. A certain portion of the ground opposite the beach has been levelled off and will now accommodate 40 or 50 cars. Hitherto, this parking place has been lacking but there is now plenty of room for all the cars that usually visit this popular spot.

## MOTORISTS GO A-SKIING.



The monastery of St. Bernard is 4,500 feet up at the top of the Alps in Switzerland. So when tourists want to visit it, they take this form of travel—a Citroen car, with caterpillar equipment in the rear and skis in front. No slipping or skidding here.

## DREAMS OF THE FUTURE.

### America in 1950?

Unlocking of almost limitless resources, great increases in wealth and in individual well-being, and stronger barriers against war are seen by Capt. Eddie V. Rickenbacker in improvements to transportation which are bound to take place during the next 25 years. Mr. Rickenbacker, who was recently appointed assistant general sales manager of the Cadillac LaSalle sales, was seen in Detroit recently upon his return from a seven-weeks' business trip through the West. He left on the following day to visit Cadillac-LaSalle distributors throughout the East.

In less than a generation the former ace expects improvements in transportation by air, water, rail and highway far beyond the dreams of the general public of today.

Some of the features included in the picture which he paints of America in 1950 are the following:

Fifty million automobiles owned and operated in the United States.

A half-dozen super-highways criss-crossing the United States with both through and local traffic.

A speed of 75 to 80 miles an hour on the through highways.

All passenger traffic moving over airways.

Air lines paralleling every railroad.

Mail, express and light freight moving through the air.

Oceanic air travel an every-day reality.

Towns of 300,000 population with six or seven airports, instead of one.

Families owning four or five autos instead of one.

City workers commuting 100 miles to work by plane and auto.

Railroad terminals roofed over for airports.

Television perfected so that the whole world sees and hears big news, sporting and entertainment events in its own home.

Regarding the future of war, Mr. Rickenbacker sees in aircraft not only the greatest weapon of war, but also the end of all war.

"To the airplane there is no front," he says.

"With the airplane there will be no such thing as a noncombatant. Every inhabitant of a country is an enemy and the airplane can subject them to the horrors of war."

"But the tremendous transportation developments that the airplane will bring, the close contacts with all the nations of the earth, the wiping away of nationalism

## THE TUNIS-TRIPOLI RAID.

### Success of Fiat Entries.

Organised by the R.A.C.I. with the permission and collaboration of the French and Tunis A.C. the Tunis-Tripoli "Raid" (759 kilometres) took place from the 7th to the 9th March. A very large number of competitors commenced the "Raid" but, owing to the bad state of the roads, the majority of them had to withdraw not being able to continue.

Leaving Tunis on the morning of March 7th, for Gafsa, the first halt on the road, the competitors encountered such violent storms and heavy downpours of rain which inundated the boundary line from Ben Gardien to Pisida leaving the ground in such a disastrous condition that the Adjudicators were obliged to postpone the second and last lap until the 9th March.

Starting again on that day the small number of competitors left accomplished the second half of the "Raid" which had for its goal Tripoli, and which was victorious reached by Italian drivers and cars.

In the minor cylinder capacity class (up to 1100 cc.) the 609 Fiat equipo was the only one to reach the goal obtaining the much desired victory, being classified first, second, third, and fifth through the merit of the drivers Di Malta, Paganelli, Palietti and Fanara, and driven by Mancuso and Werleberger.

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Towns of 300,000 population with six or seven airports, instead of one.

Families owning four or five autos instead of one.

City workers commuting 100 miles to work by plane and auto.

Railroad terminals roofed over for airports.

Television perfected so that the whole world sees and hears big news, sporting and entertainment events in its own home.

Regarding the future of war, Mr. Rickenbacker sees in aircraft not only the greatest weapon of war, but also the end of all war.

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"But the tremendous transportation developments that the airplane will bring, the close contacts with all the nations of the earth, the wiping away of nationalism

## THE PETROL TAX.

### Petition to Parliament.

The Petition to Parliament, organised by the Automobile Association and signed by over 920,000 motor owners and users, was presented in the House of Commons recently by Lieut. Col. C. K. Howard Burry, D.S.O., M.P., who was supported by Members of all Parties, including Major H. E. Crawford, M.P., Mr. Charles Duncan, M.P., Lieut.-Col. Sir Philip Richardson, O.B.E., M.P., Mr. T. D. Fenby, M.P., and Mr. Ben Smith, M.P.

In presenting this Petition, the signatories express their grave concern at continuance of the system of motor taxation which taxes motor owners by levying a lump sum per vehicle and entirely ignores the extent of road usage.

It is pointed out that the special taxation of motor vehicles was originally imposed solely for road costs and is to-day mainly levied for that purpose. This being so, whilst realising the need for maintaining the machinery of registration, the Association submits that the only reasonable basis for the taxation of motor vehicles is road usage.

Parliament is therefore asked in this Petition to amend the present method of motor taxation in favour of a flat rate duty on petrol, plus small registration fee, thereby more equitably distributing the burden over all motor owners.

It is also the submission of the Association that the present tax is arbitrary in its operation, unjust in its incidence, and irritating to the tax payer. The following are a few instances of the unfairness of the existing tax:

(a) A great number of owner drivers who are only able to use their cars occasionally or at weekends are unduly penalised by having to pay the same tax as those who are using their cars continually.

(b) The payment of a lump sum tax in advance presses hardly upon motorists of moderate means.

(c) The keeping of reserve vehicles is discouraged, as the person owning two cars, only one of which is on the road at a time, is compelled to pay full tax on both cars.

(d) Large numbers of second-hand cars which—with the petrol tax—would be occasionally used, are lying idle throughout the country, because of the liability to heavy taxation immediately they are taken into use.

This Petition is part of the campaign to secure a just system of motor vehicle taxation, which will not only vary the individual tax in proportion to the extent of road use, but have the added advantage of the tax only being payable as and when the vehicle uses the road."

## TIDE WAITS FOR NO MOTOR.

### Capt. Campbell Duped.

Captain Malcolm Campbell was the guest at two luncheons recently given by Sir Charles Wakefield and the Royal Automobile Club. At the latter he told some inner stories of his experiences at Daytona.

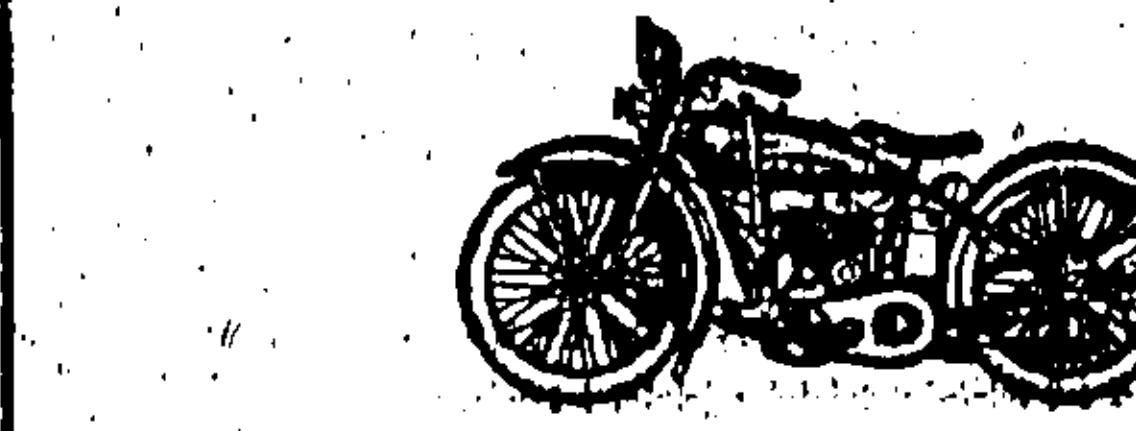
One of them concerned the last day of the meeting, when the other competitors being hors de combat, he took the car out to beat his own record. It was two o'clock when he reached the spot from which begins the long 4½-mile run to the starting line to get up speed.

There he waited for the signal that the course was clear. But there was a conspiracy amongst his friends to keep him there until the tide came in, and it was twenty minutes to six when they signalled all was clear—of people. By this time the sands were partially covered by the incoming tide, so he had to be content with "touring" past the crowds at a beggarly 12 m.p.h.

He said that he has no intention of retiring from racing, and Major Segrave, in his turn, said enough so that the lesson cannot be forgotten there will never be a world war."

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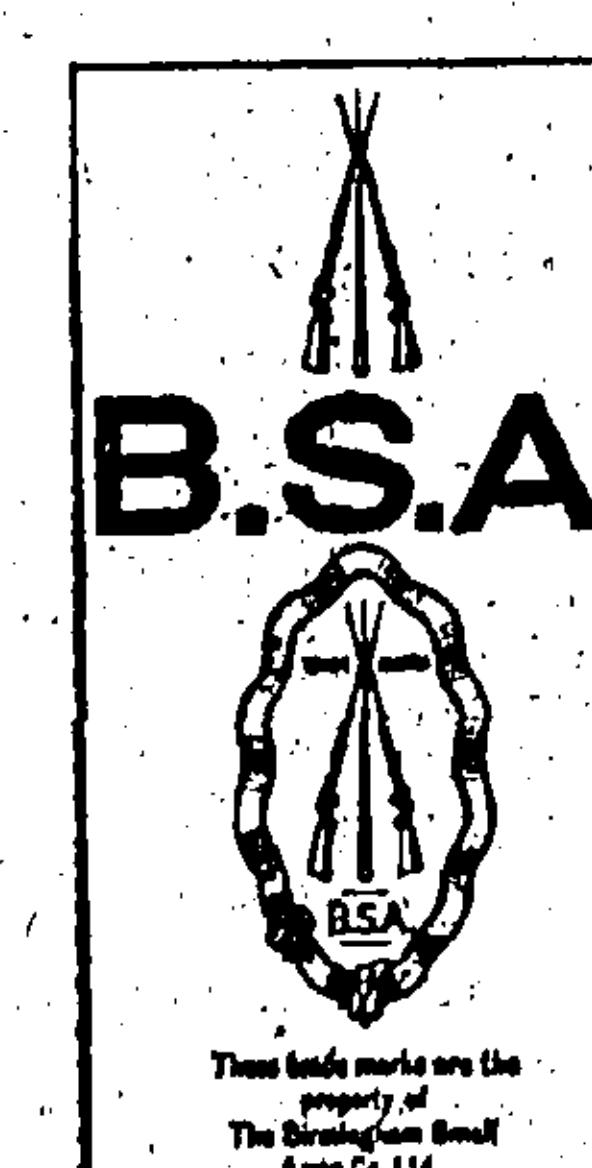
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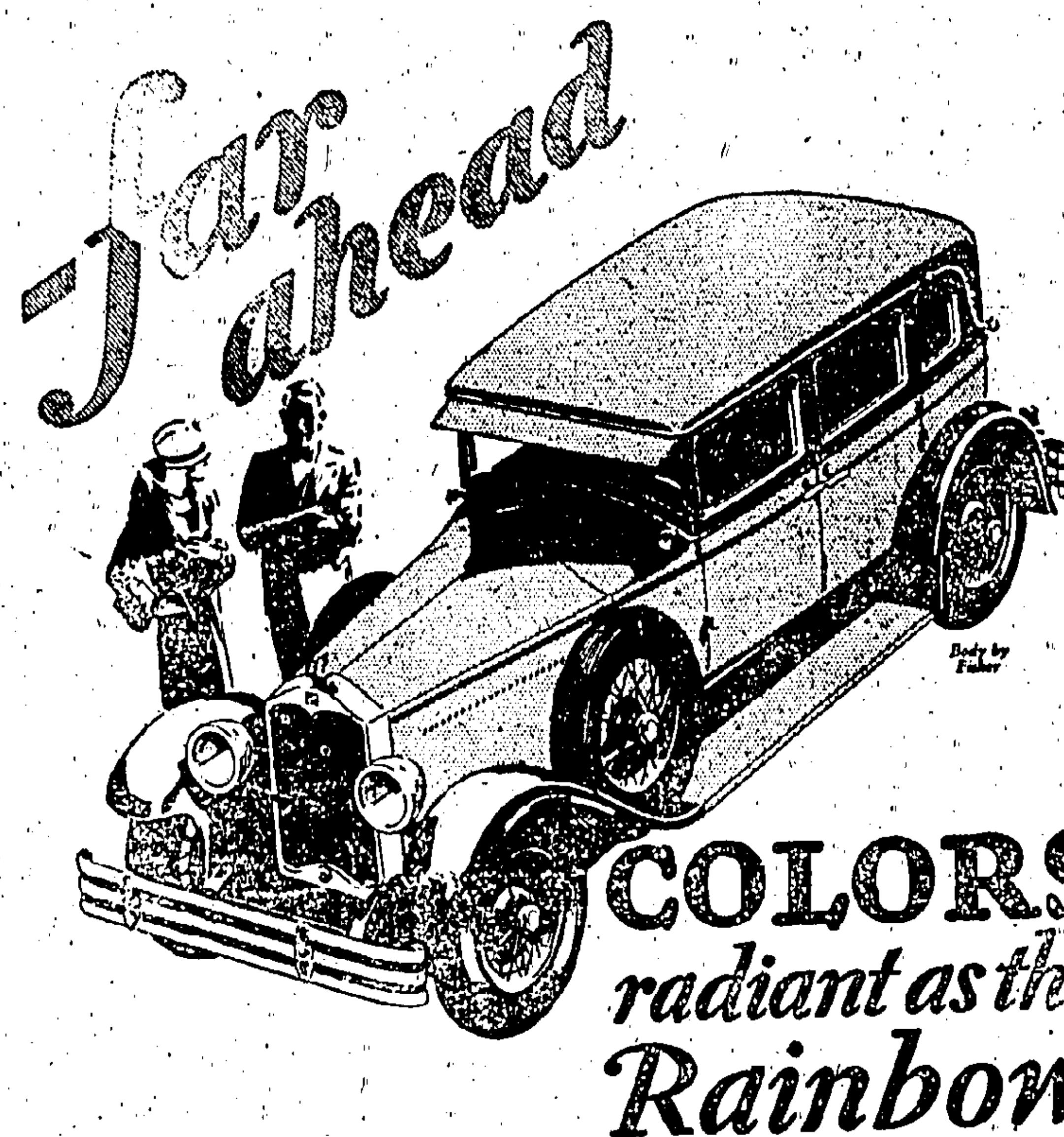
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36. Adjustable Front Seats in Tours.
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### USEFUL HINTS AND TIPS.

#### Suggestions and Advice Based on Experience.

Probably there are few things more irritating than to find that the doors of a car have developed sufficient play to allow rattle, because few parts of the car can be responsible for more noise. If the hinges are tight and sometimes the screws work loose, the trouble generally is that the small pad on the edge of the door has become worn; the pad is very often made of hard rubber or some similar substance.

Rattle can be cured easily by substituting another piece of rubber. If the rattle has been allowed to continue for a long time the tongue of the door lock will generally show signs of wear, and wear at this point allows the door movement which it should not have. If the socket into which this tongue fits cannot be altered, it is best to have a new socket with an orifice made to fit the existing tongue. A fair number of modern cars now have adjustable wedges for the express purpose of taking up any play that may develop.

#### Effects of Frame Flexion.

There is another point to look for. When a car is old it sometimes happens that the frame is bent very slightly. If it has sagged in the middle the doors may jam when the passengers are on board and yet may be quite free when the car is unloaded. This point bears upon the size of the rubber packing piece, which is put in to stop a rattle, because after the new packing piece is in position the car should be loaded normally and the door tested.

Some small cars sag slightly at the back, allowing the door to rattle. A rather crude method of overcoming this difficulty is to put strips of fabric between the rear of the body and the frame until the body itself is in its normal position and the fabric has made up the difference caused by the sagging of the frame.

Door handles very often develop a rattle of their own. There is really only one remedy, which is to obtain another handle forthwith, but on those rare occasions when the rattle is caused only by the nut securing the handle being a bad fit, placing a spring washer between this nut and the handle proper will generally prove successful in correcting this very annoying trouble.

Winding mechanism for windows or any form of mechanical device for raising or lowering the glass becomes accessible if the upholstery is removed from the door, a process generally facilitated by the fact that it is attached by a series of cloth-covered nuts. It is best to obtain a supply of these nuts from a coachbuilder as spares, since some damage may be done to the existing ones during dismantling. Cloth-covered nuts should be driven in with a piece of cork or relatively soft material used between the nail and the hammer, and should not be hit directly by the metal end of the hammer.

If the shock absorbers are too loose the car will roll more and the springs become more lively than usual. If the shock absorbers are too tight, the springs are very much harder, and every small inequality in the road delivers its shock straight to the body. Shock absorbers need not be very tight unless the car is used for speed events.

If the shock absorbers are much too tight the spring may practically cease to function as a spring, and the wheel, axle and spring will move as though they were one piece.

#### New Instrument Needed.

The most important point is to equalize the pressure on all four shock absorbers, and it would be a very good thing if an instrument existed to tell one readily what the pressure is of each. Shock-absorber discs should never be lubricated.

While on the subject of shock absorbers it is well to mention that the two arms should be in the same plane so that the point at which the upper arm is attached to the frame is in the same straight line as the point of attachment to the axle, because if this is not so, when the shock absorber moves an undue stress is put upon one or other of the arms.

Other types of shock absorbers have their own individual adjustments, and certain forms of damper have no adjustment at all, in which case the interior friction mechanism should be removed. Never run with a shock absorber broken away on one side of the car and its companion shock absorber in full working order on the other side.

#### Keeping Foot Control.

As time goes on, the surface on the pedal plate of a car becomes shiny, and therefore slippery. It is not well to allow the process to go too far because in an emergency the foot may slip from the clutch or brake pedal, with disconcerting results. The pedal plate can be roughened by cutting lines in it with a chisel, or punch marks can be made all over the plate, while alternatively, rubber covers can be obtained which will fit accurately over the plate, and may be renewed when, after long usage, they become badly worn.

Squeaks in the running mechanism, however, are best identified by obtaining the assistance of a

### WHITE LINE ON ROADS.

#### Motorists Who Ignore the Warning.

The warning which the Automobile Association has recently issued to motorists that they should keep well within the safety white line on corners is well timed, says the Motoring Correspondent of the London Morning Post.

When the springs of a car are very free and when, in the case of a sports car, it is desirable to stiffen up the whole spring independent of the shock absorber, the best plan is to bind the leaves together by wrapping whipcord round the leaves, with a knot at frequent intervals. This is not so easy an operation as it may sound. The cord has to be really tight the whole way along, and the knots must be reliable otherwise the whole wrapping will come undone in a very short time. Wrapping a spring in this fashion is useful when a car is about to be taken on a Continental tour, as it slightly reduces the possibility of breaking a spring leaf owing to the cord limiting substantially the flexion of the spring leaves.

#### Binding the Springs.

Stout insulating tape can sometimes be used with advantage in place of cord, and there is a waiver, which is put on puttee-wise and has practically the same effect. Before the wrapping is put on, the springs should be greased to prevent rust.

In the matter of shock absorbers, it must be remembered that the running of the car can be altered materially by the adjustment of these components. A shock absorber will not stay at the same pressure indefinitely; wear is always taking place and adjustment is consequently needed. Indeed, the shock absorber simple and reliable as it is, should not be neglected, a fact the newcomer should bear in mind.

Taking the ordinary friction type Hartford shock absorber as being possibly one of the most common types, adjustment is effected by putting a spanner on the big hexagon nut in the centre of the pack of shock-absorber discs and turning the nut in a clockwise direction, that is, the direction in which the nut is screwed further on its bolt or stud. Each nut is provided with a pointer, and the adjustment should be taken up evenly; that is to say, if one nut is moved a quarter of a turn, the similar nut on the other three shock absorbers should be moved an equal amount. With a little care the resistance the nut offers to movement will tell one whether the pressures are very nearly equal.

If the shock absorbers are too loose the car will roll more and the springs become more lively than usual. If the shock absorbers are too tight, the springs are very much harder, and every small inequality in the road delivers its shock straight to the body. Shock absorbers need not be very tight unless the car is used for speed events.

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a provincial town where the pavements are inadequate and where the chief danger is from pedestrians who, quite naturally, step off into the road to allow others to pass, is asking for trouble. The proper place to drive in this case is towards the centre of the road, as then the driver has a chance of pulling up in time or avoiding people who step off the pavement.

#### Cross Roads.

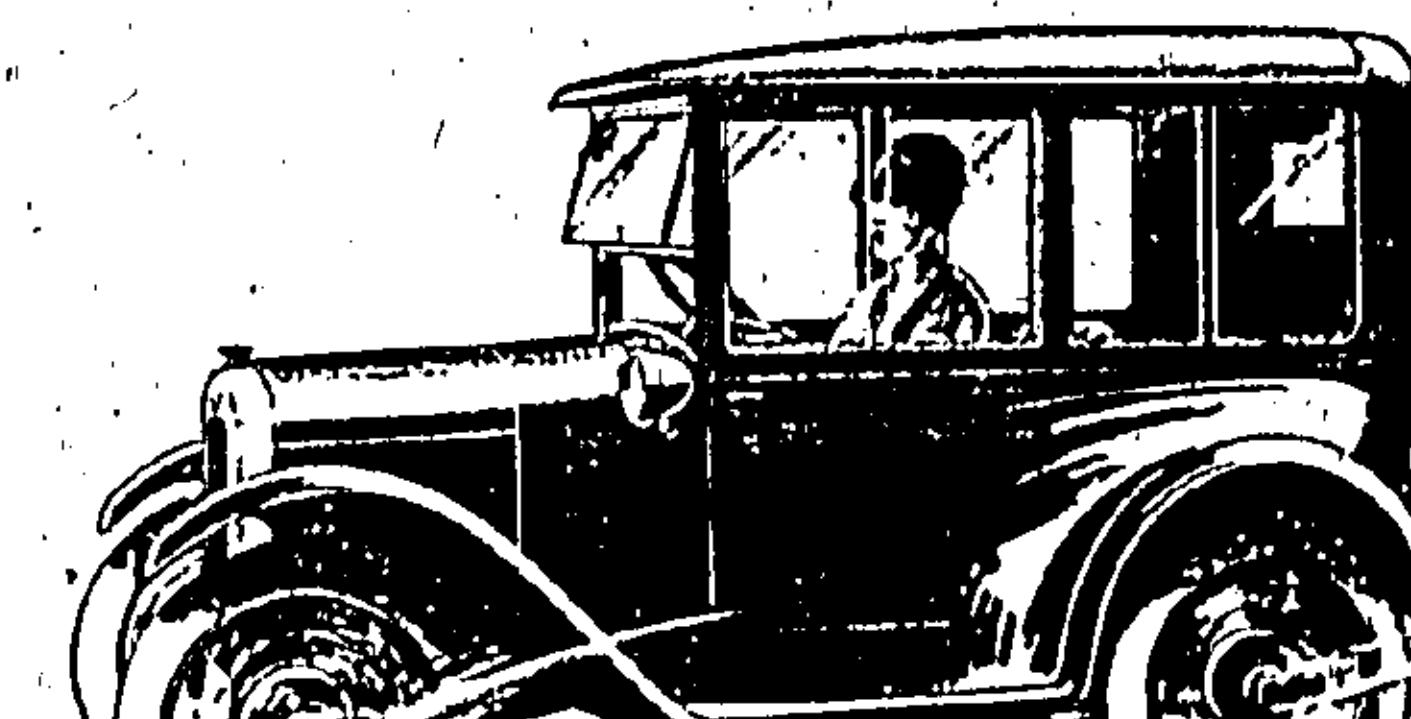
Again, with regard to cross-roads. It is perfectly true that it would be extremely dangerous for anyone to drive over cross-roads on the wrong side of the road. The proper way is to cross more or less on the crown, as, if one keeps well to the left, one is completely "blind" to any traffic that is emerging on that side. One can, in fact, turn what is normally a fairly safe cross-road into a dangerous one by keeping too close to the left-hand side.

The first duty of any motorist who goes over a cross-road is to ascertain whether any other vehicle is about to cut his path at right angles; he has a far better chance of doing this, provided his speed is moderate, if he keeps near the centre of the road than if he keeps close on the left-hand side.

It is undoubtedly for this reason that many motorists have come to treat the white line with contempt, and it would be a good thing if someone with an actual knowledge of driving conditions could be made responsible for putting these lines down all over the country.

### BIG CADILLAC SALES.

Production and sales of cars by the Cadillac Motor Car Company during the first two months of 1928 exceeded those of 1927 by more than 116 per cent. and shipments were nearly 100 per cent. greater than in the same period of last year, according to a statement by Lawrence P. Fisher, president of the company. During each of the past three years, the company's production and sales have exceeded those of the preceding year by more than 25 per cent. the increase in the three years having totalled 98 per cent. The tentative schedule adopted January 1 of this year calling for 50,000 Cadillac and LaSalle cars is a further 40 per cent. increase over last year.



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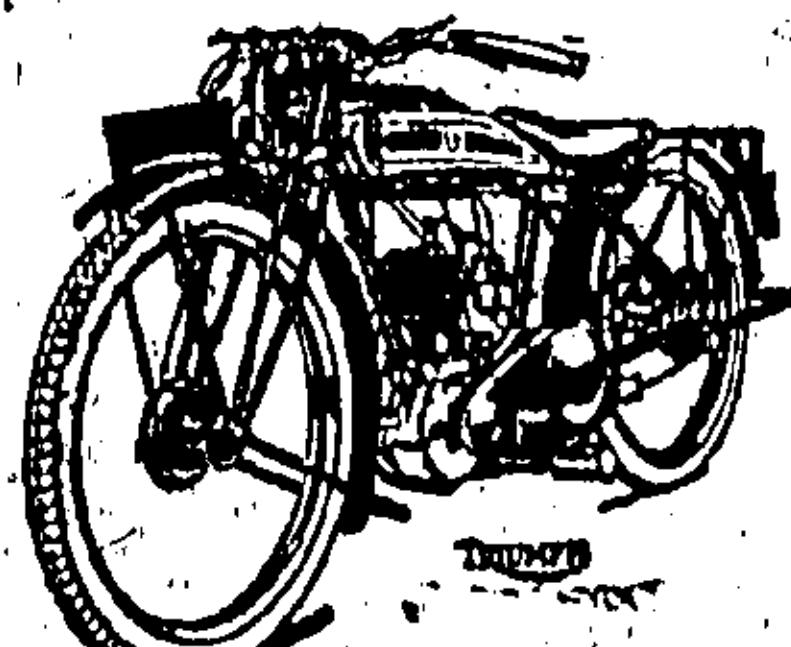
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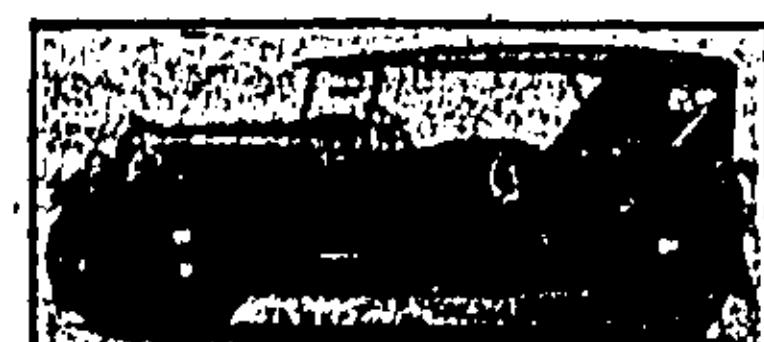
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Engine: 6 cylinder.  
7 Bearing, Crankshaft.  
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Automatic windscreen wiper, air  
cleaner, oil purifier, petrol filter,  
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### STARS AND THEIR CARS.

A Glance Round Hollywood.



EVEN THO' IT'S CADILLAC, CLARA BOW OUTSHINES IT - SO WHY SHOW THE CAR?

EMIL JANNINGS DISMISSES HIS CHAUFFEUR TO SHOW HE CAN DRIVE HIS OWN MERCEDES - AND HOW!

Representative of the motoring movie stars in Hollywood are these—Clara Bow, Wallace Berry and Emil Jannings.

Hollywood, March 26.—Movie extras and aspirants wear out a good many pairs of shoes.

But with the first contract, even for a short term and low-rate minor part in a stock company, an initial payment goes down for a moderate-priced automobile. The sooner possible, realizing the value of the old "front," the climber takes the wheel of one of the sportier little buggies—and the novice has arrived.

After stardom is attained, well, anything goes for a star. All depends, upon taste. Some of them express themselves in half a dozen important-looking limousines. A few take to airplanes. Some of them rejoice in rattling around shabbier than ever. And some others, being perfectly natural about it, still prefer to walk.

Emil Jannings during his year and several months in America has been concentrating on the home-grown-in-Germany Mercedes. He had three of them, which he drove with temperamental fury.

The other day he "went flivver." He got one of the first new-model Ford roadsters turned out by the nearest California assembling plant—a cute little car which fits his tremendous bulk somewhat like a glove—and now he drives it proudly back and forth every day between his home and the Paramount studio.

**Henry Ford Exalted.**

The Lincoln, more than any other car, has come to mean stardom around the picture lots.

Every day outside the Paramount

by clinging tenaciously to the rickety old-model flivver in which he first struck Hollywood boulevard.

Clara Bow—she of the flaming hair and percolating flapper temperament—is one of the most skillful and most chance-taking of Hollywood drivers. She gets her Cadillac into more smashups than almost any of the others, and by her magnetic temperament soothes more injured feelings.

Eric von Stroheim, the distinctive embodiment of Prussian thoroughness, actor, author and director, whose "The Wedding March" is one of the much awaited films of the year, drives not at all. He marches like one of Stonewall Jackson's "foot cavalry." He rides like a centaur. He drives his companies—with a determination that nothing short of perfection is good enough.

But he remains at the mercy of his chauffeur. He says he hasn't time to master the details of auto mechanics. So he doesn't touch the wheel.

Harold Lloyd, whose nickname, "Speedy," has been taken for the title of his new picture coming out this spring, tries to live up to his reputation by driving a Packard. Adolph Menjou also is a Packard enthusiast.

**Charles Rogers**, the younger who leaped from "Wings" to the name part in "Annie Nichols' "Abie's Irish Rose," drives a cream-coloured Chrysler coupe with a specially built collapsible top. Nancy Carroll, the Rosemary of the same film, has a blue Nash roadster.

Pola Negri alternates between the light cream and black Rolls Royce and her new Pierce Arrow. Bebe Daniels has both a Rolls Royce and a Stutz, and drives herself.

Chester Conklin matches his homespun symbolism of thick glasses and walrus moustache with an ancient Buick which gives him plenty of fun oiling, greasing and repairing.

Both Wallace Beery, the comedian and character star, and Victor Fleming, the director, are former racing drivers. Beery and his comedy team-mate, Raymond Hatton, belong to the Lincoln brigade.

**Optimist's Downfall.**  
There is something of the fisherman in every motorist, and it is a cruel act to undeceive one, as I have found. Recently I passed a friend when my speedometer was showing 58. A little further on we stopped to converse. He expressed surprise at my speed, and said he was doing 65 when I passed him. I asked him what his car would do, and he said it would reach 75. I guaranteed that he could not do a mile against the stop-watch at over 65. We tried, and after about five attempts downwind he did a mile at little under 61 m.p.h. He retired thoroughly miserable, and I thought he had gone to commit suicide. I did not see him for another fortnight, but when I did, he was his old cheerful self once more. He told me how well his car was going, and how he had done 76 m.p.h. on it that morning. I gave it up. After all, it is probably far better for the safety of the public that he should only be doing 60' when he thinks he is doing 75. He might want to get a genuine 75.

There is another side to the question, however. Is it not really a good thing for a man to think he is doing 60 miles an hour when he is actually doing 50? I know of several cases in which indignant owners have brought back cars and complained bitterly that they would not attain the makers' stated maximum. They have been sent away happy and rejoicing after the service depot had spent a few moments in secret with the speedometers.

It is also one of the most thankless tasks in the world to put a car owner right as to his speed. I know the feeling myself. It is so gratifying to see the needle creeping round to the sixties and seventies even if one knows that it is all nonsense.

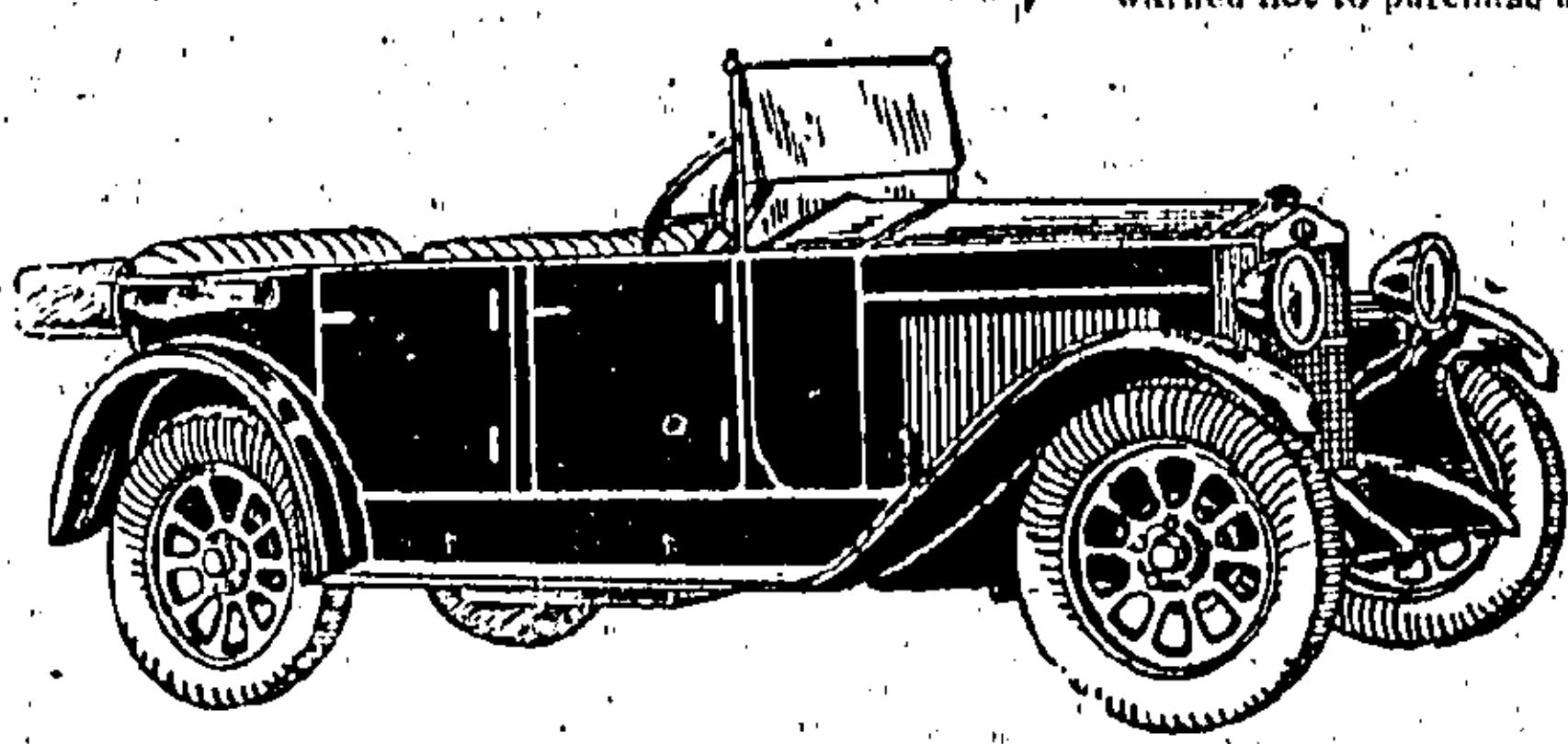
At one period in its existence my speedometer allowed its emotions to get the better of it. I had to force myself to take it back to the makers to have it rectified, and, after all, I only had to glance at the revolution counter beside it to know how much it was lying.

For these instruments I have a fairly elaborate testing ground, and though in the course of many trials I have found quite a number to be accurate, or as near accurate as one can expect, I have never found one to be slow, and have found a few which were over-registering by a colossal figure. American cars are particularly prone to this sort of thing; one

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Hot Spot Carburetor with easy starting  
device, Four Wheel Brakes.

Warning.—With every Fiat Car a full guarantee is issued by this company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

### SHOW ROOMS

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67a, 67b, Des Voeux  
Road Central.  
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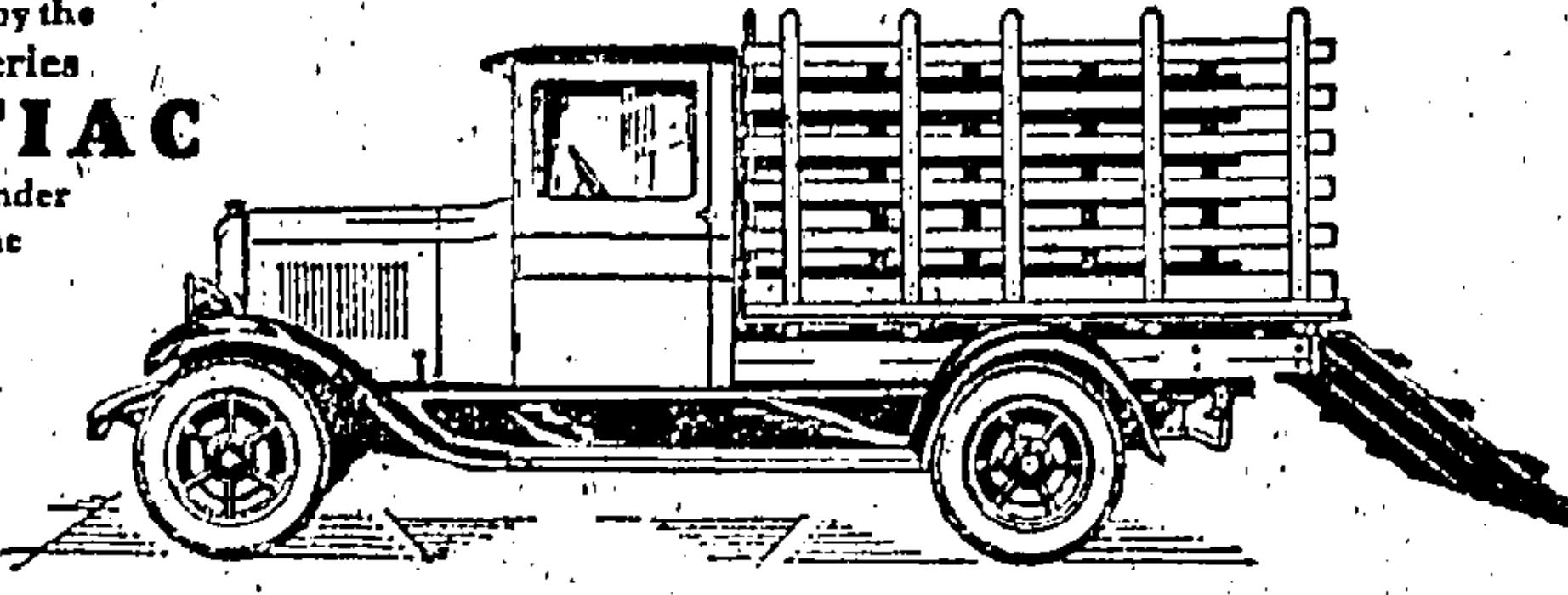
### THE CAR OF INTERNATIONAL REPUTATION.

Sole Agents for Hongkong, Canton and Macao.  
SOC. ITALIANA, IMP. ESP. ESTREMO ORIENTE, LIMITED.  
Manager: A. GOEKE & COMPANY.

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### GENERAL MOTORS TRUCKS

Chassis  
\$745  
powered by  
the New Series  
**PONTIAC**  
Six Cylinder  
Engine



The  
Lowest Priced 6-cylinder Truck  
of 2000 pounds pay load capacity

Powered by the New Series Pontiac engine.  
Four-wheel brakes. Four-speed transmission.  
A sturdy truck—modern in performance and appearance. Be sure to see it—  
another extraordinary value made possible by the resources of this great organization!  
Offered with a factory built body for every haulage purpose.

### 3 Great Series

Powered by the		Powered by the	
<b>PONTIAC</b>	Six Cylinder Engine	<b>BUICK</b>	Heavy Duty
1000-lb. chassis	\$385	One-Ton	\$4095
One-and-a-half-ton	\$4185	Two-Ton	\$4395
Two-ton	\$4595	(Pneumatic tire lever gear drive)	
2000-lb. chassis	\$4745	Two-Ton	\$4390
		(solid tire)	
		worm gear drive	
			\$3690 to \$5820

All prices f.o.b. Pontiac, Michigan.

**THE DRAGON MOTOR CAR CO., LTD.**  
Telephone Central 1246, or 1247.  
33 WONG NEI CHUNG ROAD ... HAPPY VALLEY.

A TRUCK FOR EVERY PURSE AND PURPOSE

# MORRIS

## Commercial Cars

ARE DEMONSTRATING DAILY  
THEIR CAPACITY FOR ECONOMIC HAULING  
IN PRIVATE AND PUBLIC SERVICE.

### LIST OF LOCAL OWNERS

Canton Government	10-30 cwt. 6 Wheelers
Cheung Mei Bus Co.	4-10 passenger Buses
China Motor Bus Co.	2-16 passenger Buses
Kowloon Motor Bus Co.	2-16 passenger Buses
Nam Hing Motor Bus Co.	1-12 passenger Bus
H. Ruttonjee & Son	1-30 cwt. Lorry
Asiatic Petroleum Co.	1-30 cwt. Lorry
Dodwell & Co., Ltd.	1-Ton Lorry
"Nestle Chocolate"	1-Ton Delivery Van
Cheung Mei Bus Co.	1-30 cwt. 6 Wheeler
Nam Hing Motor Bus Co.	2-18 passenger Buses
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### A MODEL FOR EVERY REQUIREMENT.

#### 30 C.W.T. MORRIS 15.9 H.P. II 6' W.B.

Chassis Z. 5 with 32 x 4½" tyres, dual rear, F.W.B.	£320
Chassis Z. 6 complete with 32 x 6 tyres and F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Char-a-banc for 18 passengers	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

#### 30 C.W.T. 6-WHEELER 15.9 H.P. II 8' W.B.

Chassis only, equipped with 32" x 4½" tyres	£538
Chassis with War Dept. type Body	626

### FULL PARTICULARS AND PRICES OF SPECIAL BODIES & EQUIPMENT ON APPLICATION.

### THE HONGKONG HOTEL GARAGE

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SHOWROOM—25, QUEEN'S ROAD CENTRAL  
TELEPHONE :::: CENTRAL :::: 4759.

### DIPPING HEAD-LIGHTS.

#### A New Lucas Patent.

The new Lucas patented Dipping Reflector Headlights are "far in advance of anything hitherto attempted to minimize dazzle," as a motoring expert (*vide Daily Telegraph*) has recently described them.

The whole principle is entirely new and fully covered by Lucas patents, and is already acknowledged as the simplest and most efficient anti-dazzle device, being standardized by many of the leading car manufacturers on their 1928 models.

The outstanding features and advantages are as follows:—The beams of light from the head lamps are thrown downwards and to the near side of the road by movement of the reflectors themselves, so that the existing lamps need no alteration or adjustment to the mounting and brackets.

They work with absolute simplicity, and the pneumatic operation is entirely independent. Control is by movement of one small knob on a neat air cylinder mounted on the steering column, facia board or other handy position. This cylinder is connected by tubing to a similar but smaller cylinder in each of the head lamps, a piston in this lamp cylinder being coupled to the back of the moveable reflector.

When the knob of the operating cylinder is pulled out, air is sucked out of each of the lamp cylinders, causing the piston rod to move and pull the reflector into the dipped and turned position. To return the reflectors to the normal position, the control knob is simply pushed in again, and the compression thus formed forces the piston of the lamp cylinder back again.

Another important point is that the system does not depend on maintenance of air pressure or vacuum to keep the reflector in either position—the reflector is retained rigidly by a spring device.

The highly finished surface of the reflectors is treated with a protective coating which, while not affecting their reflecting quality, enables accidental finer marks to be wiped off without damaging the surface. The lighting power of the head lamps is not diminished in the least by the fitting of the Dipping Reflectors.

The low price for such an efficient and adequate anti-dazzle system will make a wide appeal and, in addition, the Dipping Reflectors can be fitted in the Lucas Head Lamps on the majority of cars.

The fitting is extremely simple, and full instructions are included with each set.

### ART OF MOTOR DRIVING.

#### Two Golden Axioms.

[By the Hon. Maynard Greville.]

I am heartily thankful that I am not one of the great army of new motorists who have to set out for the first time on the rather grim adventure of piloting a car on our crowded highways. The amount of advice and instruction which is poured out for the motorists benefit these days, though much of it is excellent, must produce a feeling of awe and reverence for the pioneers who went before them, but as a matter of fact, the whole thing is extraordinarily simple.

The two golden rules of driving are:—1. Always assume that the other fellow is going to do the wrong thing. 2. When in doubt, stop.

Now I am not suggesting that the other fellow will always do the wrong thing. If he does the right thing so much the better for both of you; if he errs, and you have planned for his erring, you will also be all right. I think the chief fault of the modern British motorist is that he relies on the rule of the road too much. He is perfectly right to adhere to that rule rigidly, as far as his own driving is concerned, but human nature being what it is, he is bound to meet many people who, through ignorance or impatience, will break the law, and if he values his own life he will allow for this.

It may be of some comfort to your executors to know that you were on the proper side of the road when the accident occurred, but it is of no use to you, and a car is just as hard and uncomfortable to hit on the left as on the right side of the road.

#### Fear The Worst.

Continental drivers, I think, are definitely superior to their British brethren in that they have more initiative. They do not drive, by rule of thumb, and so they deal with the unexpected more adequately. It is of little use to complain that the man dashed out of a side road right in front of you without any warning; your real safety lies in assuming that all side roads are designed exclusively for people to dash out from without warning. I have always driven on the principle that if a boy is hanging on the back of a lorry he will jump off just as you reach him, and run across the front of your car; that any dog near the road will start to walk over as you come up with it, and that someone is certain to step out from behind a stationary bus or tram just as you pass it.

Impatience is one of the chief causes of accidents. I know that it is annoying when you are in a hurry to have someone nervously doddling along the road in front of you, probably well on his wrong side, and stopping when anything appears on the horizon. Get by this impediment when it's really safe to do so, as quickly as possible, but remember the driver is probably doing his best, and if you flurry him it will only result in disaster to both of you. When you are yourself being overtaken, do not be annoyed or hurried by the fact that someone else is passing you. You are not on Daytona Beach, and the mere fact that someone wants to drive through a village 5 miles an hour faster than you do merely demonstrates your superior intelligence.

Always drive at your own speed—that is to say the speed at which you feel comfortable in the particular circumstances, and do not be bullied into going any faster by horn blowing or other means of encouragement from the rear. If someone wants to pass you, by all means give him all the room you can, but if it is not possible for you to give him the room at the time, make him wait, by signalling with your hand, until the road is clear.

#### Ten-Mile Limits.

If the new driver has many motoring friends he will no doubt be told about the absurdity of ten-mile limits. He will probably get the impression that to drive at less than 30 miles an hour through a ten-mile an hour speed limit is cowardly and absurd, and will act accordingly. In my opinion the much abused ten-mile limit is very necessary, and in about 70 per cent. of cases fully justified its enforcement. The twenty-mile speed limit in the open country is another matter and has done much to encourage bad driving by increasing speed in dangerous places and discouraging it in safe ones.

This leads us to the question of averages. It is not high maximum speeds that matter, but high average ones. To cover 50 miles in this country in one hour is definitely dangerous, but to do 70 for half a mile may be perfectly safe. There is practically no car built to-day that on an ordinary road will not average over 40 miles an hour if the driver is sufficiently inconsiderate. He has only to keep his foot down hard on

### BY THE WAY

[By Israel Klein.]

Difficult as it is for many of us to shift gears from low to high, in ordinary driving, it is even more a task for most of us to shift from third to second or first.

The reason is that we don't appreciate the mechanics of the operation and seem to feel that this should be done as easily as ordinary gear shifting.

When a car is being driven in high gear, the gears are doing no work at all. The engine shaft is connected directly to the propeller shaft and the car speeds up in direct proportion with the speed of the engine.

The gears may be said to be out of mesh.

To change down to second, however, the gears must be put into mesh, in order to vary this proportion between engine speed and car, or rear wheel speed. While the car has been moving in high, the rear wheels might be moving in the proportion of one revolution to about five of the engine.

But the next lower gear, second, gives only one revolution of the rear wheel to about eight of the engine, which means that the engine would have to be speeded up proportionately in order to maintain the same road speed. Or, saying this another way, the car would have to be slowed down proportionately in order to match the rear wheels, through second gear, with the speed of the engine.

Therefore, in changing down, the engine must be speeded up just enough so that its revolutions would be in the proper proportion with those of the rear wheels, through second gear.

Slowing down further, the engine must be speeded even higher for application of first gear.

A British Inventor has designed a speedometer which not only tells the driver the road speed, he is making, but designates the engine and the required speeds for changing to first, second and high.

Thus, by watching this instrument, a driver can tell at what point he is ready to shift to another gear without causing any commotion in the transmission case.

It is going up a long, steep hill that difficulty is encountered. The car slows up going in high, and it is hard to tell at just what point it is best to shift from high to second. This needs considerable experience and knowledge of the peculiarities of the particular engine in use.

But generally the best advice is to release the clutch, shift to neutral, speed up the engine slightly, and shift into second. This—although including four distinct movements—must be done in the shortest possible time, for the least delay causes the car to slow up further and make shifting more difficult.

To shift into first, the car must be practically at a standstill. For new drivers, it should be motionless, or the engine might stall.

Going up hill, a new driver might stop perfectly still and start his car all over again, rather than take the chance of stripping his gears by shifting from high to low.

Do not run the regular cord or high pressure tire under-inflated to get balloon tire results, advises the free emergency road service of the California State Automobile Association. The working of fabric will crack the side walls and separate the cord layers from the rubber that holds them together. Friction between the cords will cause blowouts.

#### AIDS TO CAR'S APPEARANCE.

Motorists to whom the "old car" has taken on a monotonous appearance are missing a good bit if they fail to look over the accessory novelties that are available in truly amazing quantity. It is astonishing what changes can be wrought in the appearance of any car by the addition of a new radiator ornament or some similar device. Many motorists have found that it makes all the difference in the world in the car's driving if an extension is added to the gear shift handle. As a matter of fact, the actual difference may be slight, but it seems large and that is what counts.

Small images of St. Christopher, patron saint of motorists, are carried in many automobiles in Europe, according to information received by the U.S. National Automobile Club. Such images, either hanging from the top of the car or suspended near the driver's seat, are particularly popular in France, and many of them are said to be of very elaborate design.

### SAFETY FOR NIGHT MOTORISTS.

#### New Signs and Devices.

On March 16th the Automobile Association demonstrated in Richmond Park road signs and devices which should ensure greater safety for motorists using the roads after dark.

The demonstration was attended by representatives from the Ministry of Transport, the Metropolitan and City Police, The National "Safety First" Association, London Traffic Advisory Committee, also by Chief Constables, and Surveyors, representing the Home Counties, City of London, Borough and Urban District Councils.

Many of these signs carried their own source of illumination, while others conveyed the necessary warning upon catching the beams of motor vehicle lamps.

An important point in connection with the illumination of these "A.A." signs, is that the lighting is independent of public gas or electricity services. As shown, they were installed under the most rural conditions.

The roadside signs included an entirely new type of A.A. road sign—an "advance direction" sign carrying the words "Sharp Left". This warning, being only 3 feet high, is easily seen by approaching drivers, who are warned that they are approaching a sharp turn in the road.

Another new roadside sign was a four-armed direction post, the lettering on the arms being illuminated by flood lights, which gave no dazzle or glare. A simple but effective device for ensuring road safety was seen in the new A.A. safety posts. These warning posts are constructed of light metal frames 3 feet high, carrying white or red reflector discs. These reflectors, as they are caught by the beams of head or side lights, carry the same warning as those indicated by white side or red rear vehicle lamps. Therefore, when a motorist approaches an A.A. safety post showing a Red reflector he passes it as he would the red rear light of a car on the road—on the right. Conversely, when a safety post with a White reflector is overtaken, it must be passed on the left.

An interesting "exhibit" was in connection with two or three "temporary" obstructions, such as might be caused by road repairs. The A.A. method of guiding motorists past such obstructions is based upon lines of red and white lamps, so that if motorists pass red lamps on the right and white lamps on the left they will pass such obstructions easily and safely.

New types of A.A. roadside telephone boxes were shown. One was illuminated by petrol vapour. Another was illuminated by a self-contained electric generator plant, and it was connected by the necessary wires to a distantly placed four-armed direction sign, the lettering on which was clearly illuminated.

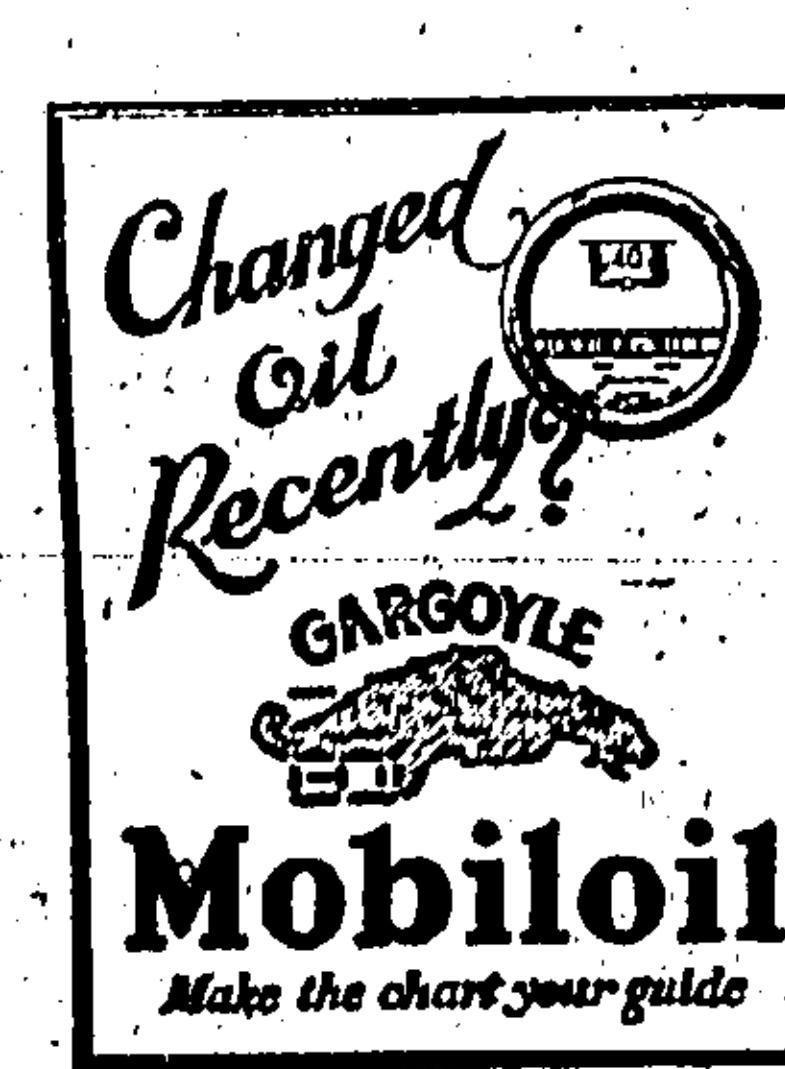
Another safeguard for motorists was the A.A. fog flare, the utility of which was proved during the last foggy season. These fog flares are lit during fogs by A.A. patrols on country roads where there are dangerous corners or cross roads, and have been much appreciated by motorists.

Many other road signs, particularly efficient for warning motorists after dark were shown. Three A.A. Night Road Service Outfits were in the Park. These vehicles work on main roads, after dark, up to midnight during the winter months and up to 1 a.m. during the summer. The patrols in charge assist motorists in connexion with roadside breakdowns, and, if need be, lend side or rear lamps to members "stalled" by temporary breakdown of their lighting systems.

Your motorcar may run with apparent smoothness and efficiency yet, hidden away in the engine crankcase, old, worn-out oil may be slowly wearing and wrecking many costly engine parts.

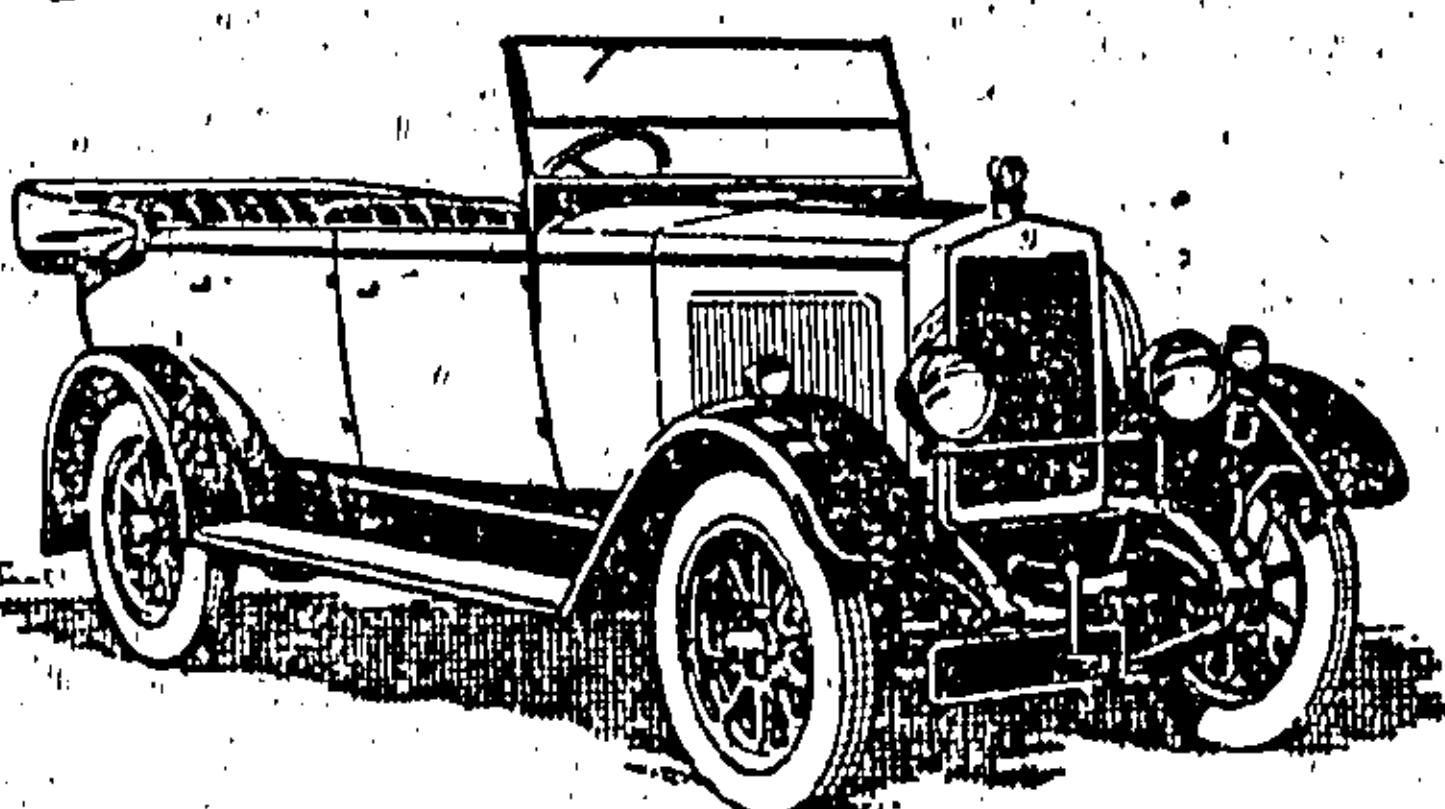
As you drive along, mile after mile, day after day, drops of unburned benzine and little particles of dirt, carbon and steel are constantly entering and mixing with your crankcase oil. Oil used for 1,000 miles is invariably thinned out, weak and full of destructive foreign materials.

Thinned-out oil does not protect



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CASH CASH for 50'  
London Hongkong Track

**MORRIS-COWLEY II.H.P.**

48" TRACK—106" WHEELBASE.

ROADSTER	4 Seater	£153	£180	£5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR	168	200	—	
STANDARD VAN	165	200	—	

**MORRIS-OXFORD II.H.P.**

48" TRACK—106" WHEELBASE.

TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—

**MORRIS-OXFORD 13.9 H.P.**

48" TRACK—106" WHEELBASE.

ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	20
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—

**MORRIS-OXFORD 15.9 H.P.**

56" TRACK—114" WHEELBASE.

(4-speed gear)				
TOURING	5 Seater	315	355	—
SALOON	6 Seater	345	400	—

**MORRIS LIGHT SIX 17.7 H.P.**

2460 c.c.—Approx. 2½ H.P.

TOURING	5 Seater	320	360	—
SALOON	5 Seater	350	405	—

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**HIGH GARAGE FOR**

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**BUILDING TO HOUSE 1,000**

**CARS.**

**AN AUSTRALIAN RECORD.**

**BY STUDEBAKER STOCK**

**MODEL.**

**A GOLD FIELD IS THE LAST PLACE IN**

**THE WORLD ONE WOULD EXPECT TO**

**WITNESS AN AUTOMOBILE SPEED TRIAL.**

**YET STOCK MODEL STUDEBAKER**

**COMMANDER ROADSTER, IN THE HEART**

**OF THE COOLGARDIE GOLD IN WESTERN**

**AUSTRALIA, SMASHED EVERY EXISTING**

**AUSTRALIAN RECORD FOR SPEED AND**

**ENDURANCE FOR 24 HOURS ON MARCH**

**15, ACCORDING TO CABLED ADVICE RECEIVED MARCH 17, BY THE STUDEBAKER CORPORATION OF AMERICA.**

**THE "TRACK" ON WHICH THE COMMANDER PROVED ITS METtle WAS THE DRY BED OF LAKE PERCOLILLI, LOCATED NEAR THE MINING TOWN OF KALGOORLIE AND APPROXIMATELY 300 MILES INLAND FROM PERTH.**

**DRIVEN BY NORMAN "WIZARD" SMITH, VETERAN AUSTRALIAN DRIVER,**

**THE COMMANDER NOT ONLY BROKE ALL AUSTRALIAN RECORDS FOR SPEED AND**

**ENDURANCE FOR 24 HOURS, BUT LOWERED ALL RECORDS FOR 100 TO 1,700**

**MILES. THE RUN WAS MADE UNDER OBSERVATION OF THE WEST AUSTRALIAN ROYAL AUTOMOBILE CLUB.**

**DURING THE 24-HOUR TRIAL, THE COMMANDER TRAVELED AT AN AVERAGE SPEED OF 70.8 MILES PER HOUR,**

**INCLUDING ALL STOPS FOR FUEL AND OIL.**

**THE LAST 50 MILES WAS COVERED AT A SPEED OF 78 MILES PER HOUR.**

**NO MECHANICAL ADJUSTMENTS WERE MADE THROUGHOUT THE RUN.**

**THE BUILDING WILL BE FITTED WITH BATH-ROOMS, DRESSING-ROOMS, A CANTER FOR CHAUFFEURS, REPAIR SHOP, AND A PETROL STATION.**

**IT IS CLAIMED THAT IT WILL BE SO-CONSTRUCTED AS TO ALLOW THE REMOVAL IN AN EMERGENCY OF THE FULL COMPLEMENT OF 1,000 CARS IN 20 MINUTES.**

**THE GARAGE WILL HAVE EXITS TO FOUR STREETS. UNDER NORMAL CONDITIONS A CAR SHOULD BE ABLE TO GET CLEAR WITHIN A FEW SECONDS.**

**THEIR WILL BE NO LIFTS—RAMPS, A GRADUAL SLOPE OR INCLINED PLANE, WILL BE USED TO MOVE CARS FROM FLOOR TO FLOOR.**

**A FLAT ROOF WILL PROVIDE FURTHER ACCOMMODATION.**

**WHEN COMPLETE, THIS GARAGE WILL BE THE MOST UP-TO-DATE IN EUROPE.**

**OTHER GARAGES ARE TO BE PROVIDED IN FINCHLEY-ROAD, KENSINGTON-PLACE, ST. JOHN'S WOOD-ROAD, AND DAVIDS- STREET, BERKELEY-SQUARE.**

**THE ACQUISITION OF ALL THE PROPERTIES WILL INVOLVE £150,000.**

**THE SCHEME IS FINANCED BY A NORTH-COUNTRY SYNDICATE.**

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**WE CAN SUPPLY YOU WITH ANY MAKE OF CAR ON OUR**

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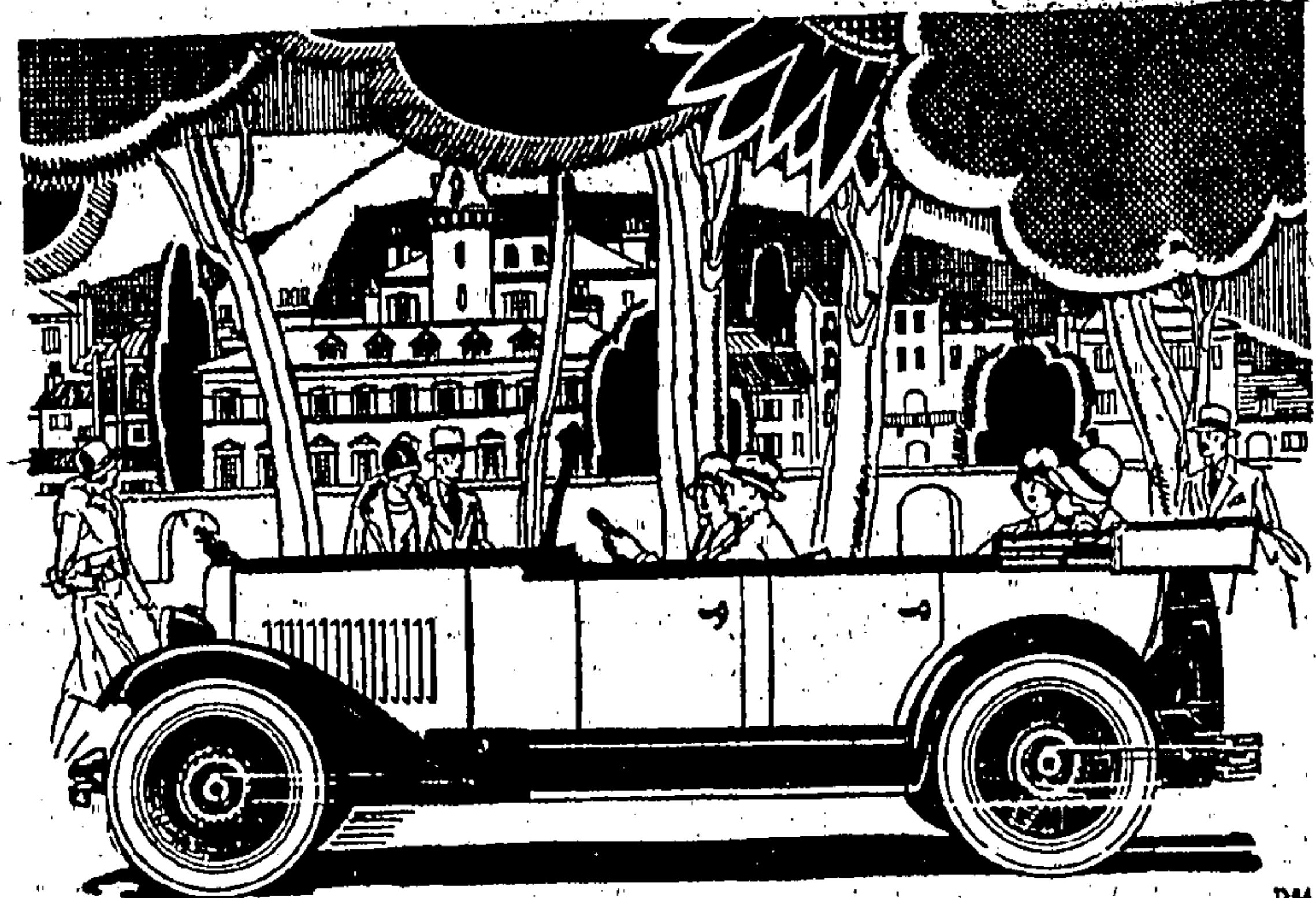
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19, Queen's Road, C.

Phone C.1219.

MANY CROSSING BRIDGE.

BIG INVESTMENT.

NEARS COMPLETION.

About 90,000 persons daily travel over the Delaware River Bridge between Camden, N. J. in commuting between Philadelphia and New Jersey points.

In New York state alone, it is expected that the amount of money invested in automobiles by the end of 1928 will run close to \$1,800,000,000.

The Mersey traffic tunnel, costing nearly £6,000,000, running under the River Mersey between Liverpool and Birkenhead, England, is near completion.

I am sure that such confidence may be reposed in the Morris organization.

It is sometimes pointed out by aggrieved makers that the demands

## MORRIS HOLDS FINE EXPORT POSITION.

### Car Is Qualified to Meet Overseas Needs.

[By James Horace Whatnall.]

London.

During the past 12 months or so the British car has had some considerable boasting in the export field. It all began with the visit of the Prime Minister of Australia when he was in London for the Imperial Conference. Since then we have sent an official motor delegation around the world, and everybody who is anybody (and otherwise) in the motor world has seemed anxious to push forward the good work.

But when the tumult dies, when the captains of commerce and the kings of industry have departed to their several castles, we are left still with the very pertinacious fact that when it comes to selling cars in the world's markets the thing that matters first and last, the factor in the game that transcends every other in importance, is the car itself. Other considerations have their due and expected trading margins, prompt and well-packed shipments, factory support in the matter of service, will jump to the eye of my readers. All these things are important and even vital. But before they can come into action, before their influence can be thrown into the campaign, the car itself must be suitable, must represent value, and must appeal to the user.

#### Propaganda.

For many years it has been my privilege to take a fairly prominent part in advertising the merits of British cars in the Overseas markets. Every honest form of propaganda was turned to account, and every encouragement and support given to those members of the British motor industry and commerce who kept the export trade ball in play.

Looking back, I am afraid we pursued not a few red herrings in our zeal. In the early days we were induced by Overseas critics to digress into the controversial side issues of advertising, sales and service, when we should have concentrated our efforts on car production. You cannot build up a colossus of sales, service and propaganda on a car that is not suitable for its intended market. It is a mistake to assume that other people have done so. It is a fallacy which still afflicts many people in high places in the industry.

We must here and now, however, acquit Mr. W. R. Morris of any suspicion of labouring under this delusion. I am certain that the Morris is the best job, English or Continental, offered to-day to fill the big and increasing Overseas demand for a cheap economical light car.

#### A Simple Solution.

Its secret is not very profound. Success has come from a diligent pursuit of the obvious, starting with some really courageous pioneer work when the light car was struggling for recognition as a type. Mr. W. R. Morris has seen the situation steadily, and seen it whole.

He is now producing a car of appealing type and of sound design, but his great latter-day achievement is his mastery of the problem of production. It is one thing to push mass of material through a factory in the cheapest way, to turn out something in the semblance of a car. It is quite another thing to reconcile the famous British virtues of mechanical niceness and probity with the hazards of mass production, to preserve engineering excellence and sound finish while employing the economies of large scale manufacture. This is the Morris way.

#### Damaging Carelessness.

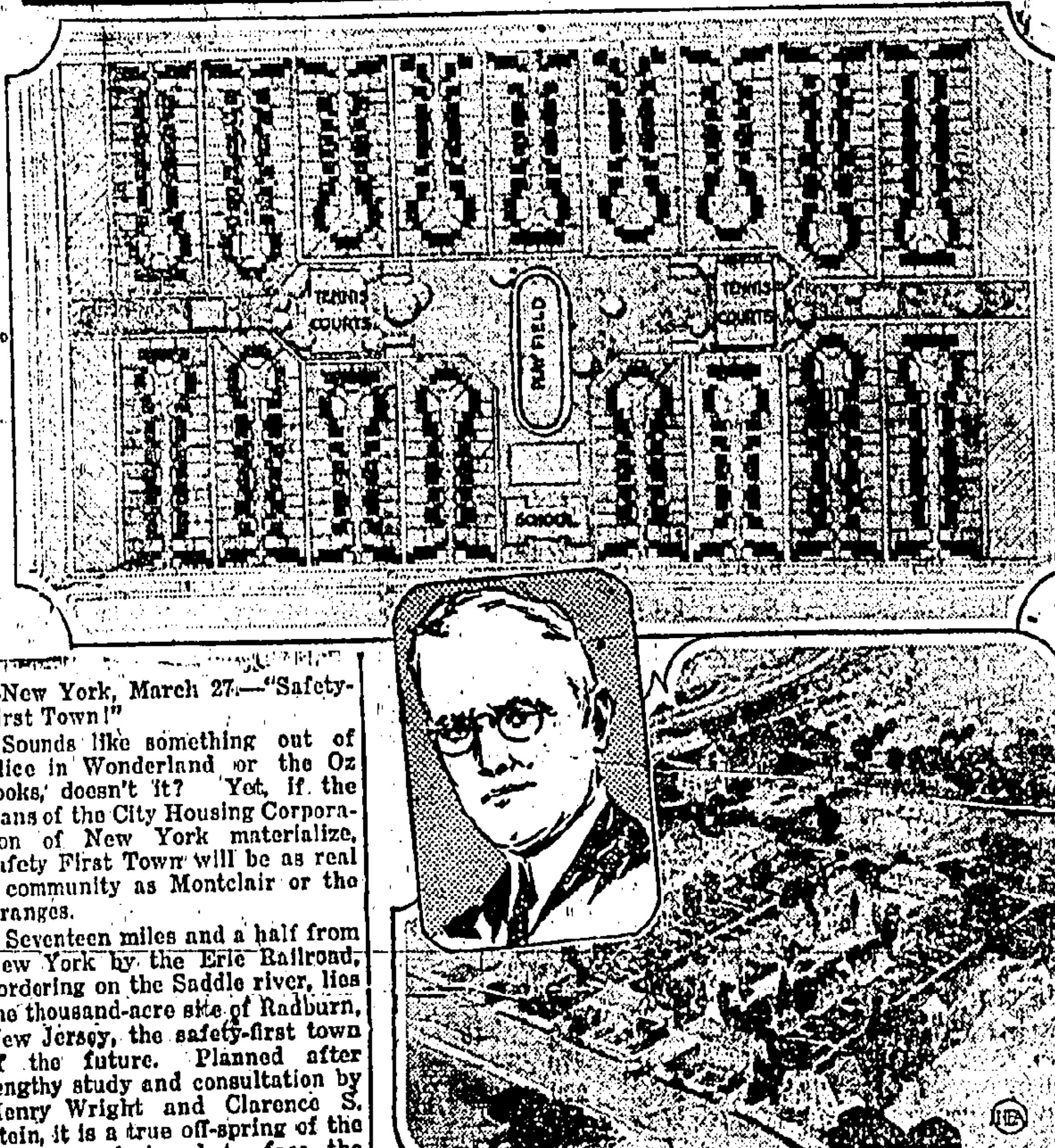
Careless adoption of the former methods by others concerning has already done harm to the cause of British motor cars abroad. Over a year ago ominous rumblings came to my ears from Australia and India. Now a little storm of complaint appears to have broken in Australia. One must hope that it will quickly subside. I believe that it will. I am confident that the prestige of British cars is sufficiently firm and resistant to be able to hold in check the present criticisms, but we must heed the warning. We must be careful to take no more liberties with what I may term the "Rolls-Royce" atmosphere—the persistent tradition that Great Britain makes the best cars in the world, the tradition that to my mind was the salvation of the British motor industry when, after the war with worn-out plant, with obsolete models, and having lost four years' research and experimental work, our industry set out to recapture a share of the world's markets.

I am sure that such confidence may be reposed in the Morris organization.

It is sometimes pointed out by aggrieved makers that the demands

## NEW STYLE OF CITY.

Product of Motor Car Age.



New York, March 27.—"Safety-First Town!"

Sounds like something out of Alice in Wonderland or the Oz books, doesn't it? Yet, if the plans of the City Housing Corporation of New York materialize, Safety First Town will be as real a community as Montclair or the Oranges.

Seventeen miles and a half from New York by the Erie Railroad, bordering on the Saddle river, lies the thousand-acre site of Radburn, New Jersey, the safety-first town of the future. Planned after lengthy study and consultation by Henry Wright and Clarence S. Stein, it is a true off-spring of the auto age—designed to face the ever-present traffic problem in a manner that will give satisfaction to pedestrians and motorists alike.

Ground has been acquired at a cost of \$2,000,000 and, when completed, the new town will represent an investment of more than \$50,000,000. It will accommodate a population of 25,000.

Some of the greatest leaders in social and financial circles are backing this project. Among them are John D. Rockefeller, Jr., Anne Morgan, Felix Warburg, Ogden L. Mills and Mrs. George Gordon Battle.

#### No Crossing of Streets.

In Radburn, according to Alexander M. Bing, president of the City Housing Corporation, each highway, path, street and parkway will have its special use. The highways will provide for through traffic and give access to short side-streets with blind ends on which the majority of the houses will be located.

Each of these houses will be a two-faced affair, so to speak—facing the street on one side and on the other an individual garden

from which will run a path leading directly to a parkway.

No more sending Johnny off to school with the wonder as to whether he will come home safe and sound or in a clangling ambulance. The Johnnies of Radburn can go a half-mile along paths and parkways without crossing a street.

In the afternoon instead of playing ball under the nose of thundering trucks and speeding roadsters, they can amuse themselves as energetically as they please in the community parkway, where playgrounds and tennis courts are located far from the hoot of the motor horn.

#### Entire Communities.

Homes for six hundred families will be grouped around these parkways, which will be half a mile long and the width of a city block,

says Bing. Each group will have its school, playgrounds, tennis courts, community rooms and local shopping district. In this way the practical, cultural and social life of these six hundred families will centre about the central park space.

Prospecting and surveying have already begun on the site of this Utopian project. The laying out of highways and the building is scheduled to begin early in May. Although a definite date for completion cannot be given, it is likely that several hundred houses will be ready for occupancy the early part of 1929.

If Bing's dream materializes as he expects it to, Radburn folk may be known for a while as almost a separate race—the only people in the world who have no cause to curse the automobile when they are walking.

## PACKARD SINGLE SIX MOTOR CARRIAGES

20.40 H.P. R.A.C. Rating—block test actually develops more than 30 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—128-inch wheelbase.	
Runabout .....	2-seater .....
Phaeton .....	5-seater .....
Sedan .....	6-seater .....
Coupe .....	2-seater .....
Convertible Coupe .....	2-seater .....

Model 523—Single Six—133-inch wheelbase.	
Runabout .....	2-seater .....
Phaeton .....	5-seater .....
Touring .....	7-seater .....
Coupe .....	4-seater .....
Club Sedan .....	5-seater .....
Sedan .....	7-seater .....
Sedan Limousine .....	7-seater .....

## PACKARD CUSTOM EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 445—Straight Eight—143-inch wheelbase.	
Runabout .....	2-seater .....
Phaeton .....	5-seater .....
Touring .....	7-seater .....
Coupe .....	4-seater .....
Convertible Coupe .....	2-seater .....
Coupe .....	4-seater .....
Club Sedan .....	5-seater .....
Sedan .....	7-seater .....
Sedan Limousine .....	7-seater .....

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

## The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, WONG NAI CHUNG ROAD, HAPPY VALLEY.

*The Very Latest!*

An American movie magnate visited his studio where one of the companies was making a picture dealing with France during the last days of the Revolution.

He spied the actor impersonating General Bonaparte—for the sequence being filmed had to do with the suppression of the mobs in Paris by the future Emperor.

"Who's the guy?" asked the film magnate, pointing to the actor.

"Why, that's Napoleon!" explained the director.

"Why did you get such a little man to play such an important part?" demanded the magnate.

Mary had a little lamb,  
You've heard it oft before,  
And then she passed her plate  
again.  
And had a little more.

The will of Mr. Frank O. Cook, a wax manufacturer of Denver, directs that a granite monument of a figure of wax, surmounted by the bronze figures of a dancing couple, shall mark his grave.

His success in business and his fortune in life were due to his manufacture of wax for dance floors.

Mr. Cook, who died on December 31, left an estate estimated at \$10,000.

Judge Cleer, at Shoreham County Court: A lot of people have left this district because they do not care to face me.

Southend man who had been knocked down by a motor omnibus: "I did not worry when I saw the omnibus coming, because I knew they generally stop before hitting anybody."

Solicitor: Do you deny owing this money? Shoreham debtor: Of course, on principle.

The Taunton county magistrates were told by a rural ratepayer, Charles Carpenter, of Stoke St. Gregory, that he would rather go to gaol than pay the postage in addition to the actual rate amount.

Carpenter had refused to pay 42s, poor rate without deducting 6½d, the cost of the postal orders and stamps.

"What I object to," he declared, "is sending in the money without deducting postage, because the rate collector is paid to collect it. Why should rate-payers suffer if the collector does not do his work?"

The chairman said that no deduction could be allowed for postage, and he ordered the summons to stand adjourned for a fortnight. He advised Carpenter to pay in the meantime.

Toreador: "Ah, señorita, tonight I will steal beneath your balcony and sing you a sweet serenade."

Consuelo: "Do. And I will drop you a flower."

"Ah, in a moment of mad love?"

"No, in a pot."

Francis Flowers, aged thirty, a deaf mute, of Islam, was committed for trial at Manchester Police Court on a charge of administering poison to Florence Weaver, aged eighteen, of Tommastreet, Manchester, with intent to injure her.

It was stated that Flowers wrote in a declaration of his love for the girl: "Because I love you... Because you kissed other men in the hotel... You wanted more drink... I am jealous of you with other men... I am always happy with you so much."

It was alleged that Flowers placed the poison bottle to Weaver's lips and tipped it up.

Bad language among schoolboys is worse than it used to be.—Mr. R. G. Root.

Men who died for their country are worthy to be remembered by all—King Amanullah.

In this calling (publishing) women need the voice of the dove and the guile of the serpent.—Miss Storm Jameson.

Women have been brought up a parasitic race and you don't get fine thoughts from a parasitic race.—Miss Cicely Hamilton.

One of the most pathetic sights in the world is to see our elementary school children trying to retain their health and vigour on miserable asphalt playgrounds.—Dr. Eric Pritchard.

How did you make your money?" "I formed a partnership with a rich man."

"How did you do it?"

"He had the money and I had the experience."

"And was it a successful business for you?"

"Immensely so. When we dissolved partnership a year later I had the money and he had the experience."

The deepest electric furnace in the world has just been put into operation in a South African mine. It is being worked at a depth of 6800 feet and has been installed for the heating of carbon drill steel.

### LORD CHANCELLOR "SWORN IN."

#### CEREMONY IN THE LAW COURTS.

With the brief but impressive ceremonial, first prescribed in ancient times, Sir Douglas Hogg, who, it is understood, will take the title of Baron Hallsham, was "sworn in" in the crowded Appeal Court No. 1 recently as Lord High Chancellor of Great Britain.

"Who's the guy?" asked the film magnate, pointing to the actor.

"Why, that's Napoleon!" explained the director.

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The new Attorney-General, Sir Thomas Inskip, who had been sitting with the new Solicitor-General, Sir Frank Merriman, on the bench reserved for King's Counsel, then rose and moved that the proceedings should be recorded in the King's Remembrancer's Department.

"So be it, Mr. Attorney," pronounced the Master of the Rolls, and the new Lord Chancellor became Lord Chancellor indeed.

New Year's Eve.—Although this pony has not returned to outstanding track form it should account for this race, especially as I am of opinion that Boxing Eve, San Diego and Peck will not accept the weight and will, therefore, be reserved for other events.

Wuchang.—On his recent running at Macao he will be dangerous here. Although he is a cantankerous little animal until got going he is honest enough when needed.

Caesars.—Should run very well as he was only just beaten at Macao last meeting. I am inclined to think he is an improved pony, so I would advise backers to keep him in mind if he goes to the post here.

The recently-arrived Shanghai trio Fifty-Fifty, Glory and Aristophanes all appear to be in good condition, but whether they are sufficiently primed is hard to perceive as they are all doing very steady work.

2nd. Race.  
Erstwhile.—believe this pony will not start here as was earlier expected.

Grey Knight.—With a handicap that should suit him down to the ground, he is due for a win. He was well backed at the last meeting but failed when he looked all like a winner. His supporters will probably give him another chance.

As You Like It.—This is a prominent candidate, if his performance in the Beef Stakes at the last meeting is any criterion. Although he won readily enough then, he will be much more highly tried in this race if the best opposition turns out.

Kom Tong Hall.—With only 1 lbs. over weight for inches he should succeed in being placed.

Full Moon and Zebra.—Recently arrived from Shanghai, I hardly think they will be sufficiently trained to be a real danger.

(Continued on Page 10.)

#### SOVIET'S NEW CAMPAIGN.

#### ANTI-CHRISTIAN FILMS AND PLAYS.

Paris, Mar. 30.

Easter will be celebrated in the Soviet paradise by a special anti-Christian effort.

Undaunted by previous failure and by the fact that their persecution of religion has only increased its hold on the nation's heart, the Bolsheviks are at it again.

The *Pravda* rails bitterly at the Russian peasants, who bury their money when it is required for a Soviet loan, but spend nearly 300,000,000 roubles a year on supporting priests, who in former days of the State-supported Church were much worse off, and laments the failure of the new Moscow crematorium to attract more than two funerals a day, even though religious ceremonies are permitted there.

Despite such discouragement, however, on Easter Eve the Moscow cinemas are to be kept open free till midnight, with specially selected anti-religious programmes. Atheist clubs will stage plays ridiculing the Nativity and the Passion, and numerous loud speakers in the streets will try to deter the people from going to midnight service. A new paper called *Anti-Religiousnik* has been started with the purpose of propagating atheism.

It may be suspected that, notwithstanding all efforts, hundreds of thousands of simple souls will as midnight strikes in Moscow, repeat to one another the time-honoured words with which Orthodox Christians greet Easter Day, "Christ is risen," "Of a verity He is risen."

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The deepest electric furnace in the world has just been put into operation in a South African mine. It is being worked at a depth of 6800 feet and has been installed for the heating of carbon drill steel.

Mr. Byrne said he would give an undertaking in that form and the motion was adjourned accordingly.

#### TO-DAY'S RACES.

##### SELECTIONS FOR THIS AFTERNOON.

[By "Rambler."]

The fourth extra Race Meeting, to be held at Happy Valley this afternoon, promises to be a success, principally by reason of the fact that the programme has been excellently arranged and consists of eight events, which include Handicaps, Stakes and Sprint races. The entries are considered satisfactory, and in most of the races good fields should face the starter.

A certain number of improvements are under construction at the Race Course, but this work will not interfere with the public in any way as plenty of space is still available in close proximity to the rails, which will enable backers to get a good view of the racing.

A much-needed improvement is noticeable in the manner in which the Seven Furlong Handicap is to be run. "A," "B" and "C" Classes will run in that order. This will give the riders of superior class ponies a better chance of handling them as a ride on a "C" Class pony over a distance is an exhausting undertaking.

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(Continued on Page 10.)

#### COMMUNIST PUBLISHER.

##### "PAID SERVANT PUT FORWARD AS PROPRIETOR."

In suspending for three years the discharge of Thomas Henry Hines, who had published the "Workers' Weekly," and the "Communist Review," Mr. Registrar Francke, at the London Bankruptcy Court, said he could not help regarding with grave disfavour the conduct of a penniless man who allowed himself to be put forward as the proprietor of a paper when he was only a paid servant.

In those circumstances, the paper could publish any libel, knowing full well that the unfortunate victim of the libel could not recover anything. A man in that position was not likely to act honestly in any business, and he thought, ought not to be allowed to trade for a considerable time.

The friction has brought Mr. Will Hays, the American film magnate, from America to negotiate a modification of the "ruinous" conditions of the decree, in consequence of which American cinema establishments in France threatened to close down, rendering 8,000 French employees idle.

An agreement has now been reached, not modifying the quota, but ameliorating the methods of its application by substituting import licences for block booking, thereby enabling French producers to negotiate directly with American studios.—Reuters.

#### DISPUTE OVER FILM QUOTA.

##### FRENCH DECREE THREATENED BIG LOCK-OUT.

##### AGREEMENT WITH U.S.

Paris, May 4. The decree of February 18th, laying down that a quota of one French film must be sold in the United States for every four American films produced in France, has given rise to considerable acerbity in French and American film circles.

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#### CONTROL OF GOATS.

##### "MEASURE TO SAFEGUARD HONGKONG SHRUBS."

Regulations made under the Plants Ordinance provide that except with the consent in writing of the Superintendent of the Botanical and Forestry Department, and in accordance with such consent, no person shall keep goats.

It is also provided that it shall be lawful for the Superintendent, in any consent given by him under these regulations, to limit and prescribe areas within which the applicant's goats may range or wander for food, to attach conditions to the consent, also to limit the duration of the consent.

Every owner of goats, and every person having charge of goats, shall take all steps necessary to prevent such goats from doing injury to trees, shrubs, or other plants on any unleased Crown land other than within the area (if any) limited and prescribed for the ranging and wandering of his goats for food.

The regulations are to come into force on August 1st.

#### GOVERNMENT CHANGES.

##### ACTING APPOINTMENTS IN HONGKONG.

The following Government appointments are gazetted:

Hon. Sir Henry Pollock, K.C., to act as Attorney General, during the absence on leave of the Hon. Sir Joseph Kemp.

Mr. Philip Jacks to act as Puisne Judge.

Mr.

# THE EXHIBITION of PICTURES

WATER COLOURS AND PASTELS

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Messrs. KOMOR &amp; KOMOR

Closes on

FRIDAY NEXT MAY 11th

Call early to have a view of the  
most delightful pictures ever  
exhibited in Hongkong.

KOMOR &amp; KOMOR

ART &amp; CURIO SPECIALISTS

ST. GEORGE'S BLDG.



# FRIGIDAIRE

PRODUCT OF GENERAL MOTORS



## Within the reach of every family

A small first payment puts

Frigidaire in your home

You expect to have Frigidaire sometime. You know that Frigidaire not only brings you freedom from outside ice supply—it keeps all foods colder, better, and longer. It makes possible many new and delightful frozen dishes. It makes plenty of ice cubes.

You can have all the advantages of Frigidaire now. Low prices and con-

venient terms make it easy to own. And Frigidaire pays for itself in better refrigeration—better kept foods—surprisingly low operating cost.

Come into our salesroom today. Examine the Frigidaire most suitable for your use. Get an estimate on operating cost, based on the experience of users in your neighborhood.

Come in and let us demonstrate.



This modern "ice-man" calls once—with Frigidaire—and the ice stays away

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**MRS. MOTONO**

HAND & ELECTRIC

MASSAGE,

No. 31B, Top Floor, Wyndham St.

Hongkong.

# THE WORLD OF SPORT

## TENNIS TOURNAMENT CONCLUDES.

### RUMJAHNS WIN DOUBLES EVENT.

Always a hard pair to beat, the Rumjahn cousins who first won the doubles tennis championship four years ago, repeated their performance yesterday when they accounted for Hancock and Tottenham after a close and keen match. The narrowness of the victory of the Indian couple can be gauged from the scores. The Rumjahns in winning by three sets to one only proved their superiority by four games.

Youth, speed the better understanding won against experience and hard hitting on the part of the English pair, who, although not combining very well together at times, put up an excellent fight. At one time it looked as if they might even become the first holders of the present cups. The Rumjahns, however, asserted their superiority in four sets.

H. D. Rumjahn was always spectacular and was placing with accuracy. At the net he brought off some very neat shots and had the opposing pair beaten time and again. He has not yet got over his inclinations to serve double faults and yesterday his brilliance was somewhat marred by indifferent services. His partner was only occasionally brilliant and was seldom very dangerous.

With the English pair, the honour was reversed yesterday. Whereas in the semi-final Hancock bore the brunt of the play against the Ng brothers, yesterday his display was not up to the form he showed then. Tottenham played a much better game than when they entered the final and but for his consistency the defeat would have been heavier.

At one time in the second set it looked as if the challengers would equalise matters, but after a brilliant start they fell away and lost the set 3-4. They had the lead at 3-0 and were 10-15 in the fourth game when the Rumjahns struck their winning form and took this game and only allowed their opponents one more game.

The final of the Mixed Doubles Handicap was also played yesterday. Lt-Colonel and Mrs. Wyatt defeating H. Owen Hughes and Mrs. Remington in two straight sets 6-3, 6-4.

### PRIZES PRESENTED.

At the conclusion of the match, Mr. H. R. B. Hancock, the President of the Hongkong Cricket Club, in asking his daughter to present the prizes, said he thought they had been very lucky in getting the tournament through in such good time. One of the chief reasons for that was the new arrangement made by the Tennis Sub-Committee of fixing dates for each round. They had gone to a great deal of trouble and it had been very hard work, particularly when rain had interfered and necessitated re-arranging the matches. Thanks were not only due to the Committee but to the competitors for so promptly getting their matches off.

Mr. Hancock mentioned that the trophies for the open doubles had been won outright and Mr. Ho Kom-tong, with his well-known generosity, had come forward again and presented two more magnificent challenge cups. He was only sorry that he was not to be in charge of one of them for a year. There had been one or two changes in the championships. Mr. S. A. Rumjahn, the open singles champion last year, was defeated after a very good game by Mr. Honda, who had twice previously held the title, and the Club championship had gone to Major Stevenson, who beat the veteran Mr. S. E. Green, who still had many years of tennis ahead of him.

In conclusion, Mr. Hancock expressed thanks to the entrants to Mr. Nisbet, to the various umpires, and Mr. R. E. Lindsell in particular, and to the indefatigable and hard working Hon. Secretary, Mr. Greenhill. (Applause.)

Miss Hancock then presented the prizes to the following: Mixed Doubles Handicap: Winners, Lt-Col. F. J. Wyatt; runner-up, H. Owen Hughes and Mrs. Remington. Handicap Doubles: Winners, W. B. Cornaby and A. Piercy; runner-up, A. D. Humphreys and G. R. Sayer.

Handicap Singles "A": Winner, Lt-Col. F. J. Wyatt; runner-up, D. S. Green. Handicap Singles "B": Winner, H. V. Parker; runner-up, T. G. Bennett. Club Championship: Winner, Major W. B. Stevenson; runner-up, S. E. Green.

Open Championship Doubles: Winners, S. A. Rumjahn and H. D. Rumjahn; runners-up, H. R. B. Hancock and Dr. R. E. Tottenham. Open Championship Singles: Winner, T. Honda; runner-up, S. A. Rumjahn.

At the conclusion of the distribution, Miss Hancock was presented with a beautiful bouquet in a silver holder.

## ARTILLERY SPORTS.

### INDIANS' ATHLETIC MEETING CONCLUDES.

#### RUMJAHNS WIN DOUBLES EVENT.

The annual athletic meeting of the Hongkong Singapore Brigade Royal Artillery was concluded yesterday afternoon, when after the races, the prizes were distributed by Mrs. Scovil.

Before asking his wife to present the awards, Major Scovil congratulated the winners, especially the Right Section of the First Mounted Battery, who became the first possessors of the Inter-Unit shield which was only presented for competition this year.

The speaker thanked the Naval Officers for the use of their ground, and also Lieut. Col. Ivens and officers for allowing the band of the 3/15 Punjab Regiment to play during the afternoon.

The following were yesterday's results:

400 Yards Relay Race.—1, Right Section; 2, 5th Heavy Battery.

Four-Legged Race.—1, 5th Battery; 2, 4th Battery.

Obstacle Race.—1, Gnr. Fazal Ilahi (Fourth Battery); 2, Gnr. Dil Mohamed (Fifth Battery).

Half Mile (Open to all Indians in Colony).—1, Sepoy Indra Singh (Punjab Regiment); 2, Sepoy Sowin Singh (Punjab Regt.).

One Mile Relay Race.—1, Right Section; 2, 2nd Battery.

Indian Officers' Race.—1, Jemadar Warris Khan; 2, Jemadar Makha Singh.

Sack Fighting.—1, Centre Section; 2, 5th Battery.

Two Mile Relay Race.—1, Right Section; 2, 2nd Battery.

Boat Race.—1, 5th Battery; 2, 4th Battery.

880 Yards.—1, Right Section; 2, 5th Battery.

One Mile Relay Race (open to Royal Navy and British Units).—1, K. O. S. B.; 2, Royal Artillery.

Time: 3 mins. 34. 2/5 secs.

Alarm Stake.—1, Right Section; 2, Centre Section.

V. C. Race.—1, Gnr. Khush Mohamed (Left Section); 2, Gnr. Rahmat Khan (Right Section).

Wrestling on Horseback.—1, Centre Section; 2, Left Section.

Band Race.—Sepoy Cheta Singh; 2, Sepoy Tija Ram.

Relay Race (Open to H. K. S. Bde. R. A., 3/15 Punjab Regiment; Hong Kong Police (Indian Personnel) and Indian Recreation Club).—1, H. K. S. Bde. R. A.; 2, Punjab Regiment.

Team Race (British Officers, N. C. O.'s and Indians).—1, 5th Battery; 2, Right Section.

Tag-of-War.—1, 2nd Battery; 2, Right Section.

Inter-Unit Shield.—1, Right Section; 2, 27th Mounted Battery with 27 points; 2, 2nd Heavy Battery with 19 points.

INCREASED FEES.

### K.B. G.C. RAISES SEA GOING SUBSCRIPTION.

#### INCREASED FEES.

### INCREASED FEES.

#### INCREASED FEES.

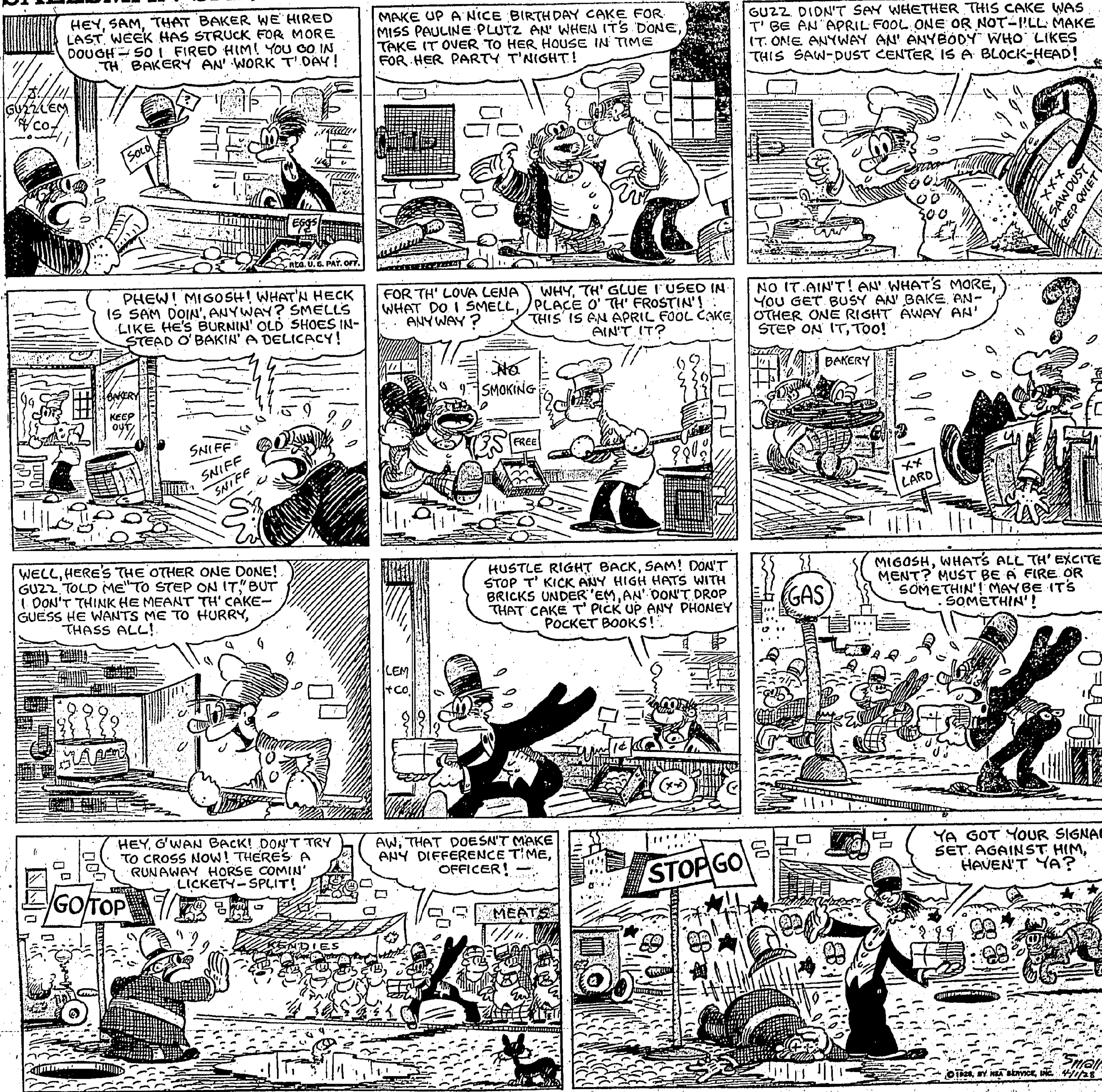


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	Hongkong	Shanghai	Kobe	Yokohama	Vancouver	Arrive
Steamers	Leave	Leave	Leave	Leave	Arrive	
EMPEROR OF RUSSIA	May 9	May 12	May 15	May 18	May 27	
EMPEROR OF ASIA	May 30	June 2	June 5	June 7	June 16	
EMPEROR OF CANADA	Jun. 13	Jun. 16	Jun. 19	Jun. 24	Jun. 30	
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 24	
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4	
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25	
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15	
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29	
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20	

(E/Asia & E/Russia call at Nagasaki the day after departure from Shanghai.)

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HONGKONG—MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
May 15	May 17	EMPEROR OF ASIA	May 20
June 5	June 7	EMPEROR OF CANADA	June 8
			June 10

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GERMAN MERCHANT'S DEATH.

A FORMER RESIDENT OF HONGKONG.

News has been received from Hamburg of the death in that port of Herr Ernst Goetz, a former resident of the Colony, who, before his departure at the outbreak of the late War, was head of the firm of Arnhold and Karberg here.

The deceased gentleman was extremely well-known in Hongkong and China in those old days, when amongst his other business connexions he was a Director of the Hongkong and Shanghai Bank.

Very little is known of Mr. Goetz by the present firm of Arnhold Brothers which took over the interests of Messrs. Arnhold and Karberg on the liquidation of the branch here.

The news of Mr. Goetz's death was received from his widow in Hamburg, who in a letter to a friend of the family here, states that death occurred on March 6. It was stated that Mr. Goetz had been ill-health for some considerable time.

A large number of friends were present at the funeral, the remains being cremated.

The deep sympathy of many old residents will be extended to the widow of the deceased in her bereavement.

CHINESE FACULTY.

MORE GIFTS RECEIVED  
YESTERDAY.

Another considerable amount was gathered yesterday for the establishment of a Chinese Faculty at the Hongkong University as a result of a little more than an hour's work of some 22 members of the said Fund Committee who set out to collect more contributions for the great purpose, but as most of these Chinese merchants had to attend at the Foundation Stone Laying ceremony of the new branch Tung Wah Hospital by H. E. the Governor at the Sookum-poo they were unable to do very much. However, their hour's work is said to be most satisfactory.

The following gentlemen have each promised \$1,000: Messrs. Choy Hing, Ho Kam-tong, Mok Kon-sang, and Mak Shiu-cho. The following merchants have each consented to give a sum of \$500: Ng Yiu-wan, Ming Kee Hong, Leung Yau-hong, Hing Kee Hong, Hung Tak Kee Hong, Wai Tak Co., Li I-che, Yeung Shing Shu Tong, Yeung Shun Pock Tong, Woon Lan-shuen, Chan Foon-din, Kan Yau-cho, Lau Shu-long, Li Yau-cheung, Li Ying-cho, Yan Tit-yu, Shiu Shuk-lim.

NOT COMING BACK.

M. SARRAUT TO STAY IN PARIS.

Paris, May 4. M. Sarraut, interviewed by the *Petit Parisien*, emphatically denied that he intended to return to Indo-China. He said that as long as he enjoyed the confidence of M. Poincaré, he would remain entirely at his service.—Reuter.

MR. A. J. COOK  
CENSURED.

SHARP WORDS FROM THE T.U.C.

INDUSTRIAL PEACE.

The General Council of the Trades Union Council has decided to ask the Miners' Federation whether or not they approve of the recent conduct of Mr. A. J. Cook, their Secretary.

This has arisen out of the trouble in the Notts coalfield, and the attacks made by Mr. Cook on those Trade Union leaders who are taking part in the Peace Industry joint conference.

At the request of the Miners' Federation the General Council of the T.U.C. went to Nottingham to see what they could do in the way of getting recognition for the local branch of the Federation, which is in a bad way because of its success of the Spencer Union. When the General Council met the Executive of the Miners' Federation a few weeks ago they made it clear, as the *Morning Post* stated, at the time that they could not go on if they were to be the subject of attacks because of their meetings with the Mond group of industrialists. They secured an undertaking that these attacks should cease.

Mr. Cook's Reply.

"Since then Mr. Cook has renewed his attacks on the General Council, particularly in a pamphlet called "The Mond Moonshine."

The official report of the proceedings records that the General Council "expressed the stronger condemnation of the action of Mr. Cook in issuing the pamphlet, and repudiated the document in its entirety."

The Council declared that "the pamphlet is full of inaccuracies, misrepresentations, and deliberate falsehoods, and has been obviously written for the purpose of discrediting and damaging the prestige and authority of the General Council."

In these circumstances the Council decided to bring the matter to the notice of the Miners' Federation of Great Britain, as Mr. Cook's action is a wilful violation of the understanding come to at Nottingham on March 2 that personal recriminations, both by members and officials of the Miners' Federation and the General Council should at once cease."

The Council announced that they have requested the Miners' Federation "to state clearly whether or not they support Mr. Cook's action."

A Direct Question.

Mr. Cook made the following reply:

"The pamphlet complained of by the General Council was written sometime before the meeting of the Council at Nottingham. A resolution was passed at Nottingham that personal recriminations between members of the General Council and officials of the Miners' Federation should, for the time being, cease. I wired to the publishers from Nottingham asking that the pamphlet should be held up for a period.

"On my return to London I wrote to the manager of the publishing office to ask that it should be postponed. He replied that the pamphlet had been printed and a number

AMERICAN LADY'S DEATH.

AFTER ANAESTHETIC AT HOSPITAL.

Mrs. Alberta Townsend Mullins, an American lady who was visiting Singapore, died at the General Hospital on April 27th.

According to the report submitted to the Coroner the lady died after the administration of an anaesthetic, and the Coroner has ordered a post-mortem examination to be made. An inquest will be held on May 3.

Mrs. Mullins arrived at Singapore the previous Wednesday from Calcutta with her husband, and they were bound for France. They went to Raffles Hotel, and while there Mrs. Mullins was unwell and was advised to go into hospital.

The deceased lady, though an American citizen, was born in France, and Mr. Mullins proposes to take the remains to France for their last interment. Before he leaves, however, a service will be held in the Cathedral of the Good Shepherd.

The tragic occurrence has been a very great shock to Mr. Mullins, who has a serious view of his wife's condition was apparently not taken when she was removed to hospital.

WELL-KNOWN ITALIANS IN DUEL.

A "WEEKLY DISPATCH" STORY.

London, Apr. 8. The *Weekly Dispatch* publishes

the story of a duel fought by men well known in the West End.

An Italian, Prince Piero Colonna, who married the daughter of Countess Gregoriana and recently came to live in London is stated to have found that his cousin, Prince Colonna, head of one of the oldest Roman families, refused to receive his wife owing to a family difference.

Italian chivalry prevents cousins from duelling. Piero accordingly searched for Colonna's nearest of kin and selected Signor Dimitri Sursock, a wealthy bachelor popular in London club land, and Prince Colonna's brother-in-law. He met him in Rome and asked him whether he approved of Prince Colonna's attitude. Sursock assented and Prince Piero is alleged to have struck him in the face.

Sursock having been challenged, began to learn how to use a rapier. The duel was fought secretly at dawn owing to the Italian authorities having prohibited duelling. Sursock was twice wounded slightly and Piero was unhurt when the duel ended in the arrest of both.

Vadsø, May 4. The "Italia" has arrived here.—Reuter.

[Vadsø is a small town on the Varanger Fiord, in the far north of Norway.]

of copies had been issued, so it was therefore impossible to hold it up.

"I contend that I have not committed any breach of the agreement arrived at as far as personal recriminations are concerned. I have no apology to make, as I intend to continue my opposition to the principle of meeting the Mond group of employers."



LONDON SERVICE

"PATROCLUS" 16th May. M're, London, Hull & G'ow  
"MENELAUS" 23rd May. M're, London, R'dam & Hamburg  
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"MERIONES" 8th May. Shanghai, T'iao, Moji, Kobe & Yokohama  
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Hakozaki Maru ..... Saturday, 19th May.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru ..... Wednesday, 23rd May.

BOMBAY via Singapore, Penang & Colombo.

Tambo Maru ..... Friday, 11th May.

Moji Maru ..... Sunday, 27th May.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu.

Los Angeles Mexico & Panama

Rakkyo Maru ..... Thursday, 31st May.

NEW YORK and/or BOSTON via PANAMA.

Tsuyama Maru ..... Sunday, 13th May.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Toyooka Maru ..... Wednesday, 23rd May.

CALCUTTA via Singapore, Penang & Rangoon.

Tottori Maru ..... Wednesday, 9th May.

Ceylon Maru ..... Saturday, 19th May.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru ..... Thursday, 17th May.

SHANGHAI, KOBE & YOKOHAMA.

Durban Maru ..... Saturday, 12th May.

Nagato Maru (Moji Direct) ..... Sunday, 13th May.

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TO OSAKA via AMOY, MOJI & KOBE	Hosang	Sun. 6th May at 7 a.m.
TO CANTON	Hopsang	Mon. 7th May at 8 p.m.
TO STRAITS & CALCUTTA	Suisang Yuonsang	Mon. 7th May at 3 p.m. Mon. 14th May at 3 p.m.
TO SANDAKAN	Mausang	Wed. 9th May at 3 p.m.
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Tjibodas	Java, Mcsr	7th May	9th May	Amoy, N. China
Tjiboeft	N. China	7th May	9th May	Mcscr & Java
Tjissondari	Batavia	10th May	12th May	Amoy, Shanghai & Keelung
Tjissaroen	Shini, K'lung	14th May	16th May	Batavia
Tjimanoek	Java, Mcsr	21st May	23rd May	Amoy, N. China
Tjibodas	N. China	21st May	23rd May	Batavia
Tjikembang	Batavia	24th May	26th May	Amoy, Shanghai & Keelung
Tjissondari	S'hai, K'lung	28th May	30th May	Batavia

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Steamship "CARNARVONSHIRE" (Via Oran) 15th June

Steamship "PEMBROKESHIRE" (Via Oran) 13th July

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENBEG" ..... 13th May.

Steamship "PEMBROKESHIRE" ..... 28th May.

Steamship "GLENIFFER" ..... 9th June.

Steamship "GLENSHANE" ..... 29th June.

Steamship "CARDIGANSHIRE" ..... 9th July.

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## BARBAROUS PIRATES.

### VICTIMS THROWN INTO SEA BOUND.

One of the blackest crimes to be recorded against the pirates on the South China coast occurred off Chongchau, the night before last, when a party of three fishermen who put off in a small boat from the island were robbed and their boat set adrift by a gang of pirates who appeared in a fishing junk. Following the commission of the piracy, the pirates sought to remove all evidence of the crime by throwing their victims overboard after their hands and feet had been securely bound.

The party left Cheungchau at 8 o'clock, and guided their boat into the channel between Shek Ku Chau and Su Ko Island where a fishing junk was seen to lie at anchor. In response to an enquiry from the people on board, the fishermen told alongside with the view to bargaining for a boat-load of fish which the junk was supposed to be carrying.

Bidding started at \$6,000 and rose by bids of \$200 until the selling figure of \$7,200 was reached, the buyer being Mr. Chung Kon-chun, of the Kwong Kam Loong timber merchants.

Lot No. 2 comprised 61 and 63 Laichikok Road, the tenure being the same as for No. 59. The Crown rent is \$8.65, and the area about 1,850 square feet.

The first bid was for \$10,000 and this was raised by bids of \$200 to \$11,800 when it was purchased by Mr. Lung Sul-ching, 143 Wongneichong Road, Hong Kong.

The property was sold by order of the mortgagees whose solicitors were Messrs. Johnson, Stokes and Master.

Ensuing on the deck that the motor-boat was being sailed here and there, but at 3 o'clock the following morning, these sounds ceased, and all became quiet, the crew ventured to open the hatch and get out on the deck.

They then found that the pirates had left the vessel which was now in an undetermined position, with a high mountain looming up on their port side. Then followed many hours of indecisive steering, during which the coxswain in charge of the boat, Leung Tung, endeavoured to pick up his position. At length he picked up the light from the Guia Lighthouse at Macao, their bearings being thus recovered, the motor-boat proceeded on its way to Macao.

The whole cargo of 1,600 tins of kerosene oil had been stolen by the pirates. This is valued at \$3,214. Money and effects stolen from the crew brought up the value of the haul to over \$3,500.

The Ching Shan returned to Hongkong yesterday afternoon, and a report of the exciting doings on the trip has been made to the police authorities.

The Ching Shan left here shortly after eight o'clock, on the 1st instant, and at 2 p.m. on the same day was about 200 yards north of Chung Chow Island and about four miles west of Fan Lau, Namtau Island.

It was then three-and-a-half miles outside of British territorial waters, when two boats with sail set, were seen coming up from the opposite direction. Approaching to within 200 feet of the unsuspecting motor-boat, the pirates—for such the occupants of the boats were—fired several volleys from small arms. It was estimated that about 100 rounds were fired, none of which however, hit any of the crew, who had gone into the shelter of the hold.

Presently eight of the pirates boarded the motor-boat and after ascertaining that all of its crew were in the hold, battened down the hatch-cover, and imprisoned the crew.

For a number of hours following the piracy, the captives imprisoned in the hold judged from the commotion

## SALE OF PROPERTY.

### \$19,000 FOR THREE HOUSES AT SHAMSHUIPO.

A total sum of \$19,000 was paid for three houses situated in Laichikok Road when they were publicly auctioned by Mr. E.V.M.R. de Sousa, at the China Auction Rooms yesterday afternoon.

There were two lots, the first being No. 69, Laichikok Road, Shamshuiipo. The property is held for the unexpired residue of the term of 75 years from July 1, 1898, with a right of renewal for a further term of 24 years. The Crown rent amounts to \$4.80 per annum and the area of the property is about 924 feet.

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## CONSIGNEES' NOTICES.

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The cargo will be ready for delivery from Godown on and after 3rd May. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th May, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May.

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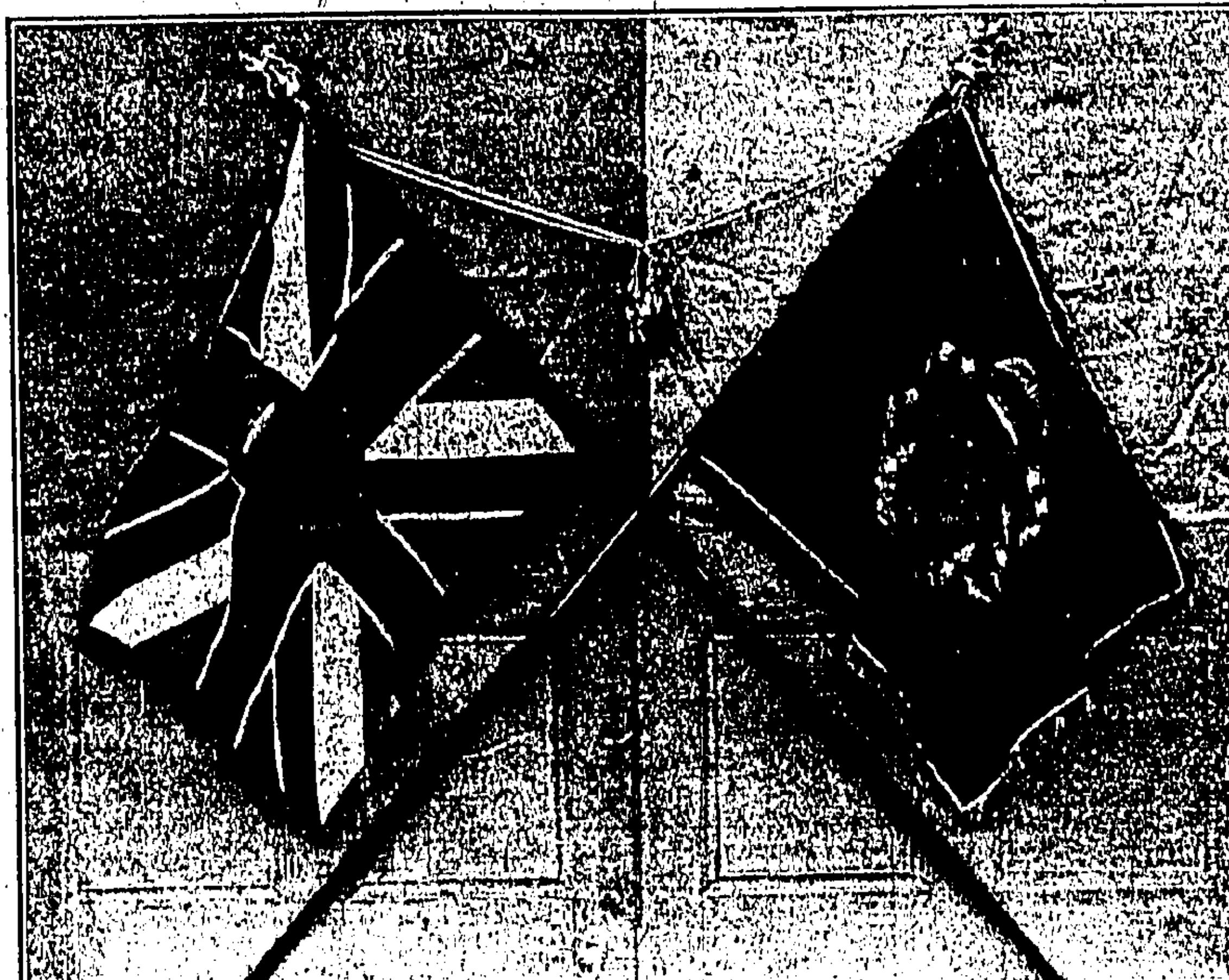
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**THE VOLUNTEER DEFENCE CORPS NEW COLOURS.**

Above are the new Corps Colours given by the Indians of the Colony to the Hongkong Volunteer Defence Corps, which are to be formally handed over by H.E. the Governor at a special parade on the Murray Parade Ground to-morrow morning. (Photo: Mac Cheung).

**DUTCH PEAT FIRE  
DANGERS.****DISTRICT ROUND EMMEN A  
RAGING FURNACE.****LIKE ECLIPSE OF SUN.**

Amsterdam, May 4. The ten fires in the Province of Drenthe are becoming more extensive and it is feared that only the cessation of the wind, accompanied by heavy rain, can end the conflagration.

The spread is largely due to the inadequacy of the extinguishing facilities in the sparsely populated moorland region.

The district round Emmen on the German frontier is now a raging furnace and many houses are burning.

An area of several square miles has been evacuated and the atmospheric conditions resemble an eclipse of the sun, so dense are the smoke clouds.

The atmosphere is suffocating while the columns of smoke are visible for miles.—Reuter.

**U.S. FARM RELIEF  
BILL.****BIG MAJORITY IN HOUSE OF  
REPRESENTATIVES.**

Washington, May 4. The House of Representatives has passed, by 204 votes to 121, the McNary-Haugen Farm Relief Bill, the Republicans failing to succeed in securing the omission of the equalisation fee.

President Coolidge last year voted similar legislation as being unconstitutional.

The Bill seeks to establish a loan fund of \$30,000,000 for farmers and an equalisation fee to assist in the marketing of surplus agricultural commodities, probably.

The Bill has been criticised on the ground that it follows closely the principles of the Stevenson rubber scheme, inasmuch as it provides Government control and supervision of farm prices.—Reuter's American Service.

**BANK COMPRADORE'S  
ESTATE.**

Hongkong estate to the value of \$32,000 was left by Luk Chor-ting, otherwise Lu Tso-ting, who died at Foochow on or about January 20th this year. Letters of administration with the will annexed have been granted to Mr. L. R. Andrews, of Messrs. Johnson, Stokes and Master, who is the attorney of Luk Lo-se, (described in the will as Lo Shih), widow, the sole beneficiary.

Luk Chor-ting was the compradore at Foochow of the Hongkong and Shanghai Banking Corporation.

**HOW MUCH DO YOU KNOW?**

The following are the replies to to-day's questions:

1. Glasgow, assessed at £11,500,000, as compared with London's £9,000,000, and Westminister's £9,000,000. 2. The initials of Mr. Krueger Gray, the designer, are L. G. K. G. 3. The first bridge across the Mississippi was built in 1856. 4. A French railway to cross the Shire, from north to south. 5. In 1829. 6. The Grenadier Guards in 1685. 7. The French champion won the 100 metres in 10.8 seconds at Compiègne, winning 102, losing one and drawing three. 8. £25,000,000; a million per day. 9. An official of the High Court empowered to effect arrests for contempt of court, and to search and arrest a person with a golden crown. 10. In 1861, from Baywater to the Marble Arch. 11. Statue of a king, believed to be 600 years old, found in Meadow-road, Blackwell. 12. Guinea-pigs are being fed on them at the Lister Institute.

**JAPANESE IN DIRE  
PERIL.**

(Continued from Page 1.)

Immediately afterwards the Chinese again began looting whereupon the Japanese troops were again ordered out to protect Japanese properties. The Nationalists fired on the Japanese, who replied, the firing and looting going on spasmodically until six in the morning, when General Fukuda reached an agreement with Marshal Chiang Kai-shek under which all Nationalists troops should be withdrawn from the foreign settlement area by seven o'clock.

The Japanese disarmed 1,000 men who were not withdrawn by that hour.

There is a report that some foreigners other than Japanese were killed, but this is not confirmable.

There are 3,000 Japanese troops and 40,000 Nationalists at the present time in Tsinanfu.—Reuter.

Railway and Air Units.

Tokyo, May 4. In addition to the 2,000 troops from Dairen, it has been decided to despatch an air unit from Korea and a railway unit from Japan to Tsingtao, making total reinforcements of 2,300.—Reuter.

**Warships Ordered Also.**

Tokyo, May 4. As a precautionary measure in the case of anti-Japanese outbreaks elsewhere the Navy Office has ordered warships to proceed to various ports on the Yangtze and in south China where there are Japanese residing, while four additional destroyers are going to Tsingtao.—Reuter.

**North Offers Arms.**

Tokyo, May 4. In expressing regret for the Tsinanfu affair Chang Tao-lin offered to assist the Japanese with arms and ammunition, but the offer was declined on the ground that the Japanese intend to suppress the outrages unaided.—Reuter.

**Armoured Trains.**

Tokyo, May 4. According to a message from Tientsin the Japanese military authorities are sending armoured trains with reinforcements to Tsinanfu.—Reuter.

**U.S. Sends Submarines.**

Tsingtao, May 4. The American submarine tender Beaver with six submarines has arrived.—Reuter.

**RUSSIAN DIPLOMAT  
SHOT AT.****WOUNDED WHEN IN MOTOR  
CAR.**

Berlin, May 4. A message from Warsaw states that a Russian emigre fired a revolver at a car in which M. Lizaroff and another member of the Soviet Legation were travelling. M. Lizaroff was wounded in the hand by a bullet and his face injured by splintered glass. His assailant was arrested.—Reuter.

**CLASSIC VICTORY  
FOR KING.****FIRST SINCE MINORU'S****1909 DERBY.****ONE THOUSAND GNS.**

London, May 4. H.M. the King won his first classic race to-day, when his filly Seuttle was successful in the One Thousand Guineas race at Newmarket.

Seuttle won by a length in a field of fourteen, the King and the Prince of Wales being present to witness a fine victory.

The crowd, with bared heads, loudly cheered His Majesty's victory, which is the first horse to win a classic for a reigning sovereign since Minoru won the Two Thousand Guineas and the Derby for the late King Edward in 1909.

The One Thousand Guineas yesterday resulted as follows:

The King's Seuttle ..... 1  
Lord Dewar's Jurisdiction ..... 2  
Lord Derby's Toboggan ..... 3  
Fourteen ran. Won by a length: six lengths between second and third.  
Betting: 15/8 Seuttle; 100/8 Jurisdiction; 11/2 Toboggan.—British Wireless.

**NORTHERN RETREAT  
CONTINUES.****MARSHAL CHIANG READY  
TO FOLLOW UP.**

Shanghai, May 4. Marshal Chiang Kai-shek, it is stated, crossed to the north bank of the Yellow River on Wednesday to inspect the Nationalist front. Among those who went with the Marshal during the inspection were Generals Fang Chen-wu, Sun Liang-ching, Chan Tiu-yuan, and Ho Yu-cho.

General Sun Liang-ching has made preparations to cross the Taihu, north-west of Tsinanfu, in an endeavour to attack Teochow from the rear.

A general retreat of the Northers on the Peking-Hankow line has been reported.

Peking Military Conference. On Wednesday evening, General Yang Yu-ting Chief of Staff of the Fengtien Army, and General Chang Hsueh-liang, son of the Peking Dictator, arrived in Peking to report on the latest developments on the various fronts. A military conference was held the same evening.

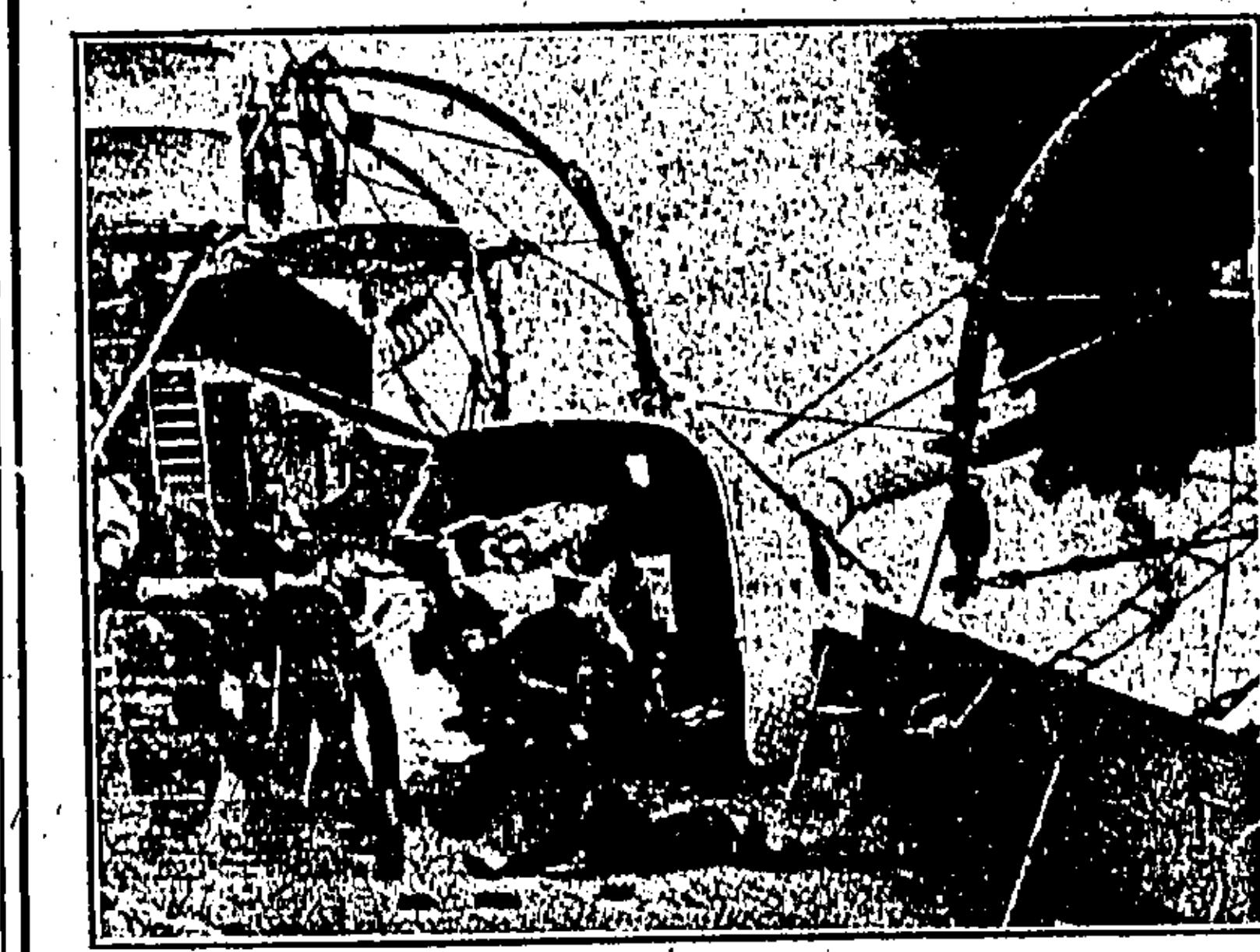
An overnight Chinese cable says that the Nationalist Government has issued an edict seeking the arrest of Mr. Liang Shih-yi, known as the Chinese "God of Wealth" and Mr. Wang Ke-min, the former Minister of Finance of the Peking Government. The reason for the required arrests is that they are said to have supported the Peking Government with large sums of money, with the result that civil war in the country has been protracted.

**SPENCE'S WONDERFUL  
VICTORY.****GREAT TENNIS DUEL WITH  
FRENCH CHAMPION.**

London, May 4. At Bournemouth to-day in the semi-final of the British Hard-court Championships, Spence, the famous South African, defeated the All-English Champion, J. Cochet (France) 5-7, 4-6, 6-2, 6-3, 6-7.—Reuter.

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